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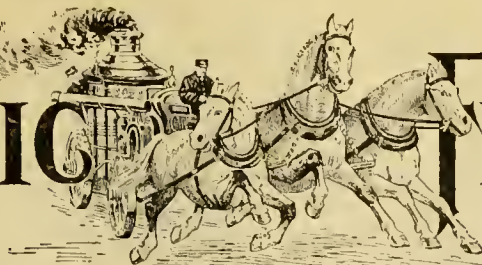
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Mar. Sept. 1913

VOL. X.—NO. 19

SAN FRANCISCO, SATURDAY, MARCH 29, 1913.

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2776

Shakeup in Cincinnati Department.

Recent charges in the Cincinnati Fire Department, it is said, were but a forerunner for a greater shake-up. Several secret conferences have been held with this end in view. The shake-up will be justified on the grounds of greater efficiency. It is said that about 75 men are to be let go, and a "survey" of the department is now being made for that purpose. The introduction of automobiles for engines, it is pointed out, will provide opportunity for cutting down each company one man, because stokers or firemen will not be needed. In companies where this is not done, some other reason will be given for "picking off" a man here and there. On this item alone, it is proposed to make a saving of more than \$100,000 a year. The names of those singled out for dismissal have been carefully guarded. In order to get discipline the rule on absence from the engine house is now so strict that if a man steps out for five minutes he must register in what has become known as the "log book," is time of leaving and return.

Start Truck With Alarm.

Chief Chase of the Miami, Fla., department, is inventing an appliance which will start a truck with the same current that brought in the alarm, and there will be no more cranking. For several months Chief Chase and the firemen have been working on a combination truck. The gears of the old wagon were turned over to the street department, a powerful 90-horsepower engine was purchased at a nominal price and a combination

chemical and hose apparatus was placed on the motor truck. All the work of this transformation has been done by Chief Chase and his men. The new apparatus will carry 1,400 feet of 2½-inch hose, 250 feet of chemical hose and 70 gallons of chemicals. The machine is equipped with a 90-horsepower engine and the electric lights are fed by storage batteries. A portable searchlight will be attached which can be used on the truck or transferred into the building. The new truck is entirely of steel. The work on this new machine has been entirely done by Chief Chase and his men and has not cost the city a dollar. The truck is now in the hands of the painters and will soon be put into service. The horses which formerly drew this wagon have been transferred to the street department, and the fire department has a credit of \$5000 to their account.

Glendale, San Jose and Bakersfield, Cal., have each bought up-to-date heavy motor chemical and hose wagon.

Within a month's time San Jose and San Modesto, Cal., will each be equipped with a very large double combination auto chemical and hose wagon.

Glendale, Cal., has ordered a combination chemical and hose wagon into service. It will be equipped with electric and oil lamps and the latest electric starting device.

Members of the St. Louis department have had their salaries increased as follows: Five dollars a month for engineers, \$10 for hose men, \$10 for lieutenants and \$15 for captains.

Denver Wants Two-Platoon.

With their main object the securing of the two-platoon system in their department, Denver, Col., firemen have formed a mutual benefit association. Initiation fees have been fixed at \$1, and dues for the present are only 25 cents a month. Already 168 members have been secured. A charter amendment will be submitted at the next election installing the platoon system in the Denver Fire Department.

The newly organized association will also ask that they be represented on the board having charge of the firemen's pension fund.

Officers elected were as follows: President, John Hill, assistant engineer of engine 1; Vice-President, Captain Emil Normile, engine 2; Secretary, W. E. Gaffner, engine 15.

Test of a New Fire Escape.

The Underwriters' Report says a steel tape fire escape patent was given a demonstration and test in Oakland during the past week, when the inventors, Peter Vescovi and Edmund Gobati, made a descent of fourteen stories from one of the windows of Oakland's new city hall. It is a portable fire escape device, consisting of a steel ribbon wound upon a cylinder and controlled by a small hand lever. One end of the ribbon is hooked to the window frame, while the cylinder contained in the metal box is attached to a leather strap in which the party seats himself. One can control the speed of the descent and distance of the drop. It is claimed that the device will be valuable in the saving of lives during large fires.

Generosity.

When a fireman is killed on duty a local newspaper usually starts a fund for the benefit of his survivors and prints in large letters the names of all those who contribute, and at the same time publishes flattering remarks on the open-handed generosity of the citizens whenever they are called upon to contribute to a worthy cause.

This is all very well if it works out very well, though in many cases we should infinitely prefer to see every fireman protected by an adequate pension and never need to pass the hat around at all.

But in many, if not most cases, the result in cash to the survivors is pitifully small. In a southern city a few weeks ago, for instance, a member of the fire department gave his life in the discharge of his duty. Surviving him are a widow and two small children. The funds collected thus far totals the superb sum of five hundred dollars—and the newspaper which did the collecting calls upon heaven and earth to observe and admire the eager benevolence and reckless generosity of the citizens.—Fireman's Herald.

San Diego.

The coming of the motor apparatus will cause the departure of the fire horse in San Diego. Plans of the department shortly to be put into execution call for the elimination of all horse-drawn apparatus except at one outlying station where horses will be kept on duty for awhile yet.

The equipment, part of which has already arrived and the balance of which is expected daily, consists of five Gorham pumping engines and six Seagrave combination chemical and hose wagons, the total cost of which aggregates \$65,000.

Chief Almgren and the boys of the fire department are sorry to see the faithful old horses go, and if when offered for sale it is found that they cannot be placed in kind hands, a recommendation will be made to the council that they be pensioned and turned loose to graze on the city pueblo lands.

Trouble is brewing in the Colusa (Cal.) Fire Department over the recent action of the trustees in reducing

the monthly compensation of the department. Formerly \$56 was appropriated monthly, to be paid in sums of \$2 each for attendance at fires. The surplus went into the department fund. A recent order leaves the compensation at \$2 per firemen each fire, but the volunteers are no longer allowed a balance up to \$56. The new order has caused grumbling among the firemen and talk of disbanding is freely heard.

To Abolish Fire Badges.

Work on an ordinance to repeal the present one regulating the use of fire badges has been begun by a subcommittee of the Chicago Council Judiciary Committee. It is proposed to substitute a card bearing the name and photograph of the reporter to whom it is given, for the present enameled badge.

Each card will be enclosed in a waterproof isinglass case. At fires the case will be worn in the hat band. Only the city editors on daily papers will be authorized to issue the cards. They will be of different colors, the fire chief naming the shades. They will be changed in color every three months.

Massachusetts Two-Platoon.

The bill presented to the state legislature providing for the establishment of the two-platoon systems in the fire departments of the larger cities in Massachusetts is dead, so far as the present legislature is concerned. The house recently by a rising vote refused to substitute the bill for the report of the committee on cities, which had recommended against the passage of the measure. The bill may be presented at another session.

Fireman J. J. Gillespie died a hero's death in the collapse of two stores at Nos. 140 and 142 Whitehall street, Atlanta, Ga., last week. He had rescued six women from a part of the structure.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, ETC., of The Pacific Fireman, published weekly at San Francisco, Cal., required by the Act of August 24, 1912: Editor and Managing Editor, James K. Mack, San Francisco, Cal.; Business Manager, Harold G. Preston, San Francisco, Cal.; Publisher, James K. Mack, San Francisco, Cal.; Owner, James K. Mack, San Francisco, Cal. No known bondholders, mortgagees, and other security holders, holding 1 per cent or more of total amount of bonds, mortgages, or other securities.

Sworn to and subscribed before me this 24th day of March, 1913.
(Seal.) FRANCIS KRULL,
United States Commissioner Northern District of California.

Again the Pole Hole.

Alexander J. Grant, aged 60, a member of the Cloquet, Minn., Fire Department, died on March 3 from injuries sustained when he fell down the pole hole at the fire station. He returned to headquarters after helping fight the fire in the Wilander store block and was feeling ill from the exposure and hard work. In some manner he walked to the hole through which the pole descends to the floor below and fell down the hole, striking the floor and sustaining internal injuries. He was taken to the hospital but never rallied.

Tax Exemptions for Idaho Firemen.

A bill has been introduced in the Idaho legislature which is securing the backing of the members of volunteer fire departments over the entire state. The bill provides for the exemption of the firemen in regular volunteer departments from the road poll tax. The firemen in Wardner and Kellogg agitated the question before the legislature convened and brought the matter to the attention of their county representatives.

Under the present system the tax is refunded to the firemen by the cities and villages in many instances, but a great deal of red tape is unraveled in the process.

A late N. Y. fire publication says: Upon the recommendation of Fire Chief Murphy of San Francisco, Cal., the Fire Commission has ordered all of the city fire engines equipped with a special gas burner, which will maintain a constant steam pressure on the engine at a saving of from 45 to 50 per cent in fuel.

Only men less than thirty years of age will be eligible to the fire department of Minneapolis, Minn., since the adoption of a recommendation by Fire Chief Charles W. Ringer, by the Council Committee on Fire. The age limits are to be changed from 21 to 35 years to 21 to 30 years.

Butte, Mont., has now a "flying squadron" auto wagon and an auto combination chemical and hose wagon. Their speed capacity is 35 miles an hour, but in the business section it is kept down to 40 miles, and take the steepest hills with perfect ease.

Alcazar Theatre.

"The Milion," a farce comedy adapted from the French by Leo Ditrichstein and successfully produced on Broadway last season by Henry W. Savage, will be given its first presentation west of Chicago next Monday evening in the Alcazar, with Charles Waldron and Madeleine Louis leading a cast comprising the complete stock company and several specially-engaged players. In the adaptation of this merry offering the scenes have been shifted from Paris to New York and the characters Americanized. There are four acts, and with the rise of the first curtain begins a carnival of fun that continues at high pitch until the final climax. Mr. Waldron, whose ability as a comedian is well known to the Alcazar's patrons, will be seen as the medical student, and Miss Louis promises to be effective as the music teacher. John A. Butler is cast for the role of reporter, which he created and played throughout last season in the Savage production. Others in the comedy are Carlo Bravo, specially engaged to play the Italian opera singer; Louis Bennison, as a typical metropolitan policeman, Burt Wesner as an East Sider, Thos. Chaterton as the sculptor, Roy Clements as the burglar, Clara Beyers as the artists' model and Rhea Mitchell as the keeper of the road house, and a dozen other people appropriately bestowed.

Empress Theatre.

An announcement that will undoubtedly evoke favorable comment is that of the appearance at the Bmpress Theatre next Sunday afternoon of Mr. Nat Carr, the perennially popular Hebrew character comedian and late star of "Wine, Women and Song," in a one-act comedy-drama entitled "The End of the World," from the pen of the noted and prolific writer, Aaron Hoffman. A big circus spectacle, Albers Polar Bears, will also be a feature. These snow white monarchs from the frozen North are beauties. Another act that bids fair to contest popularity with both the former acts will be the four Philippinos, a quartet of little brown men who have mastered the art of stringed instrument playing. Hilda Glyder, "The Firefly

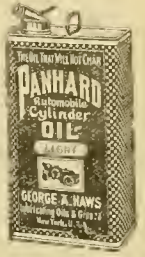
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of Vaudeville," is a dainty, captivating, piquant and roguish little creature, who will lilt a few syncopated melodies for the delight of Empress patrons. About the only thing that Wallace Galvin can't manipulate is his salary—and by the same token he has boosted that because of his dexterity with his hands. Bob Knapp and Chris Cornalla, two grotesque jesters and acrobats, have an offering entitled "Noiseless Talk." Martini and Moore and Twilight Pictures complete the bill.

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Entered as second-class matter March 21, 1908, at the
Postoffice at San Francisco, Cal., under the Act of Congress
of March 3, 1879.

A double-eighty straight American-La France mechanical engine was tested as to speed, hill-climbing, etc., over in Oakland Tuesday. It achieved a speed up the steepest hills at the rate of 30 to 35 miles, while on level ground the speedometer showed 60 miles an hour.

At the request of counsel for Commissioners Brady and Rosenthal of the Civil Service Board, the hearing of the suit of Battalion Chief John R. Maxwell, to restrain the Board from holding an examination, was continued Monday until April 3. The continuance was made by Judge Murasky, before whom the case was set.

It seems to be the consensus of opinion among the members of the Chamber of Commerce and the Downtown Association of Merchants that if Chief Engineer Murphy is to be held responsible for the destruction of life and property by fire, they argue the Charter should be amended by a vote of the people, giving him the right to choose his assistant engineers, in whom he has implicit confidence, independent of the Civil Service Commission.

At Monday night's meeting of the Civil Service Commission steps were taken to defend its action against the suits brought against it by Battalion Chief John R. Maxwell and Lieut. Allen Matlock of the fire department. On motion of Commissioner Brady, seconded by Rosenthal, it was decided to secure counsel. President Walcott voted against the motion holding that the commission lacked the funds for defense. The matter of finances was deferred until the next meeting.

While a bid was under consideration by the Berkeley Council recently for a second-size steam fire engine, to cost \$10,000, the Gorham people, on invitation of Fire Chief Kenney and members of the Council, were requested to give a demonstration of their turbine fire pumping engine to which they promptly complied. The demonstration so pleased the chief and the members of the Council and others who witnessed it, that the chances of awarding the contract for the steam fire engine will be reconsidered, and from present indications it looks as if Berkeley will soon have a Gorham turbine fire pumping engine.

A Rap at Civil Service.

Fire and Water Engineering never misses an opportunity to take a rap at Civil Service, if only given a possible plausible excuse. In its issue of March 12, in an editorial, it is more caustic than usual. In one paragraph it says: "Civil Service is a good thing when it is properly used, but it is the most vicious and atrocious weapon that was ever placed in the hands of men who aim to control public positions."

Civil Service is practically a new innovation in fire departments, and commissioners are liable to err from lack of experience, and if Fire and Water Engineering, which purports to represent firemen, was sincere, it would aid instead of putting obstacles in its way, when given the least opportunity. From the reading of the article it is evident that paper can see no good results to accrue to firemen from Civil Service methods. The words "when it is properly used" is wholly misapplied coming from that journal. We quote the editorial in full as follows:

"It does seem ridiculous, nevertheless it is true, that although a fireman may get one hundred per cent in physical bravery and ninety-nine per cent in fitness for his duties, his excellent record may be valueless if he says nine times seven equals sixty-four, or spells 'essential' with one 's.' Erudition is not an indispensable requisite to a good fireman; physical bravery is. A man with the learning of a college professor and possessing no courage would be an abject failure as a fireman, while a physically courageous man with a mediocre education might become an ideal one. Why, then, is it necessary for an applicant for a position in the city fire department to be an all-round scholar?

"In many cities, in order to win promotion, a fireman must pass a rigid physical test, an equally exacting rapid-fire oral examination, at the same time be a 'practical' fireman, and a cool-headed one—all of which is perfectly reasonable. But to oblige him to roll up a goodly percentage in spelling, grammar, arithmetic, penmanship and kindred studies, before he can obtain promotion, is the highest folly.

"Civil Service is a good thing when it is properly used, but it is the most vicious and atrocious weapon that was ever placed in the hands of men who aim to control public positions. There is scarcely a city that has not used it at some time to keep deserving men out of office and unworthy and incompetent men in office. It is true that many fire departments enjoy a wholesome lack of tainted politics, but occasionally a bit of maneuvering slips past in the higher ranks that is off color, with the result that bitterness is engendered in the rank and file.

"An instance may be cited in a western city, which pays its firemen ninety dollars per month, and as a department they have no superiors. A saloon-keeper, politician and gambler ordered his nephew placed in one of the best office positions in the department and two hundred dollars a month. He was never a fireman, and spends much of his time

in the chief's automobile watching spectacular fires. Under such conditions a fire department that can be kept in efficient working order is composed of men who are easy to please."

Who Was to Blame?

A few weeks ago, in an Eastern city, two officers, one of whom was a deputy chief, were killed by inhaling the fumes of nitric acid. An alarm was sent in for a small fire caused by the overturning of a carboy of acid in the basement of a drug concern. Four other firemen were overcome at the same fire and their recovery was doubtful for several days.

The coroner, after a searching investigation, reported that there was no negligence on the part of the owners of the store and that the accident was "unavoidable." They had warned the firemen of the presence of the acid and that relieved them of all responsibility. Two lives snuffed out and no one was to blame.

The importance of this tragedy does not lie in the culpability or innocence of the citizen, but in the fact that the firemen did not appear to have realized the danger they ran when they permitted the fumes of nitric acid to enter their lungs. This condition is not at all peculiar to any certain city, but it is to be found in many fire departments throughout the country, where fire officers and firemen are not informed as to the risks involved in breathing the fumes of chemicals which city ordinances permit to be stored under very loose safeguards against breakage or explosion.

A fireman cannot very well become a chemist, too, but the general need is painfully evident for elementary instruction, at least, in what may happen when firemen are called upon to deal with the chemicals, gases and volatile oils upon which so much of modern industry is based.

Had this unfortunate chief been possessed of even a slight knowledge of the danger of inhaling acid fumes this tragedy might have been averted.

Incidental to the cyclone and fire at Omaha, it is reported that fire alarms came in so rapidly that the department was unable to render any aid and many dwellings burned to the ground. The men worked without food and sleep and fell exhausted and had to be removed to hospitals. A Dayton dispatch says that Fire Chief Frank Ramby declared that many firemen were drowned early Thursday in trying to reach the flames. They were working in boats, many of which were upset. Some of the firemen grappled with horses swimming near by and drowned when the animals sank. The men of this department should at once raise a fund to relieve their comrades in their distress, especially the families of the men who lost their lives in endeavoring to rescue others from the flames.

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Meeting of the Fire Commission.

The Fire Commission met Friday, March 28, and approved the Administrative Report, from which we take the following:

From Jas. L. Vizzard, tendering his resignation as a member of the department as truckman truck 7, to take effect from March 13. Accepted.

From Battalion Chief Britt, submitting a report of an injury to his hand, sustained by W. Cooper, hoseman engine 17, while reporting for duty after his day off March 8. Filed.

From Wm. Mullen, engineer engine 37, requesting that he be granted a leave of absence for thirty days, without pay, on account of sickness in his family, commencing from March 17. Granted.

From the chief engineer, recommending that the position of H. Murphy be changed from hoseman to driver of engine 12, to take effect from date. So ordered.

From the chief engineer, reporting having detailed Jesse Loh, hoseman engine 17, as operator to first assistant chief engineer, to take effect from the 16th inst. Approved.

From the chief engineer, reporting having made the following temporary assignments of probationary engineers appointed at the last meeting: G. T. Anderson to engine 17; H. B. Butterworth to engine 12; A. F. Bartmann to engine 34; W. J. Brady to engine 35; R. H. Lockyer to engine 16; Bernard Munter to engine 15; W. J. Hannan to engine 1; W. J. Beale to engine 9; Wm. Dieterich to engine 4; F. T. Keenan to engine 6; F. G. Ernst to engine 42; P. J. Horgan to engine 19. Approved.

From the chief engineer, recommending that the following applications for transfers be granted, to take effect from the 16th inst.: Bert Schaefer, from hoseman engine 4 to driver monitor battery 3; M. Dwyer, from hoseman engine 19 to hoseman engine 21; R. Pritchard, from hoseman engine 44 to hoseman engine 10; J. Miller, from hoseman engine 34 to hoseman engine 17; Edward Murray, from hoseman engine 42 to hoseman fireboat 2; W. J. Strickler, from hoseman engine 9 to hoseman fireboat 2; Thos. Howe, from operator to driver engine 7; A. W. Quinn, from hoseman engine 1 to truckman truck 7. Approved.

From the chief engineer, recommending that the position of Edw. O'Neil be changed from hoseman to stoker of engine 30. Approved.

From the chief engineer, recommending that the application of G. A. Reed for a transfer from stoker engine 35 to hoseman engine 29 be granted. So ordered.

From the chief engineer, relative to the inability of J. McCarthy, hoseman engine 29, to perform his required duties at the drill tower on the 10th instant. After an investigation of this matter your committee find that there were no facts to substantiate the statement that McCarthy might have been under the influence of intoxicating liquor at that time, he claiming that he was sick, and accordingly recommend that the complaint be dismissed.

From Alexander George, driver relief engine 2, tendering his resignation as a member of the department. Referred back to Administrative Committee.

From the Civil Service Commission, certifying the name of A. N. Marr for appointment as stenographer-typewriter. Appointed.

From Robert H. Lockyer, tendering his resignation as engineer of engine 16, to take effect from the 16th inst. Accepted.

From the Committee for the Investigation of Acts of Valor, submitting a report in the matter of the meritorious act of F. J. Hughes, hoseman engine 41, and recommending that a record of the same be inscribed in the Book of Meritorious Conduct. So ordered.

From the chief engineer, recommending that the application of J. H. Miller for a transfer from hoseman engine 17 to hoseman engine 12 be granted, to take effect April 1. Approved.

From Thos. R. Murphy, chief engineer, requesting that he be allowed salary during disability, resulting from an injury to his back while in the performance of his duty at a fire on March 5. Allowed.

Calendar of matters presented to the Board of Fire Commissioners March 28, 1913:

Consideration of complaint against Howard Holmes, lieutenant engine 4, for being under the influence of intoxicating liquor while on duty Feb. 11. Suspend for fourteen days, from Feb. 14th to 28th.

Trial of Henry J. Welch, hoseman engine 26, for reporting for duty while under the influence of intoxicating liquor on March 18. Put over.

Civil Service certifications of Samuel Hatfield as engineer of fire engines, vice Robert H. Lockyer, resigned. Appointed.

From the Civil Service Commission, certifying as hosemen, Charles A. Gray, Wm. A. Petry, Patrick Golden, Vincent E. Wilson, Geo. A. Healy, Edward J. Dougherty and Geo. G. Derham. All appointed.

From the Civil Service Commission, certifying Jas. J. Woods for appointment as truckman. Put over until he appear.

Civil Service certification of George A. Stewart as machinist. Appointed.

Resolution restoring the following temporary engineers to their regular rank and position as hosemen in the department, subject to assignment by the chief engineer: Ben. A. Derham, John Hannan, George W. Hall, Wm. Moore, Edw. J. Moran, Wm. I. Crosby, Jas. C. Herlihy, Eugene Mulligan and Jas. F. Ward. Approved.

Resolution requesting the Civil Service Commission to authorize the payment of demands of temporary engineers for 15 days in March. Approved.

The American La France Fire Engine Company of California expect to make delivery to this department three combination chemicals and two straight chemical engines along about the 24th of April. The apparatus is to be started on its westward journey from Elmira, New York, April 1.

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Jack Goldstone.

Do you know Jack Goldstone, more familiarly known along in the 80's as "Jake" among the old vets who are still doing fire duty in the department? Goldstone was a member of engine company 15 and it is said that he was the most courageous, dare-devil member in the department. It was common talk among the boys that Jake was neither afraid of God, man or the devil, and was ever ready to take the lead in anything requiring courage and deviltry. He had a hand in every game that called for grit and determination.

The roster of the company at the time of which we write was as follows: D. A. Smith, foreman; Thos. Walsh, assistant foreman; Hugh Reilly, driver; Pat Flynn, stoker and Thos. Bulger, engineer. Hosemen—James Layden, F. J. Moran, Wm. Barry, Jack Goldstone, Sam Hertz, Jack Finnegan and Tim O'Brien. Goldstone joined the department in 1885 and served about a year and a half, when he went into the poultry business.

It was considered a feat in those days, and is even so yet, to drive a steamer down the California street steep hill, and driver Maloney (now dead) of engine 3, one of the best drivers who ever drew a rein over a fire horse, says Tim O'Brien, was the one man in the department who accomplished it, and we understand Goldstone was the only man that had the nerve to ride on the apparatus in its perilous descent.

A Tour of Inspection.

Last Tuesday, under the supervision of Fire Chief Murphy and President Hammer of the Fire Commission, a tour of inspection of San Francisco's fire protection facilities was taken by a committee of the Downtown Association. The high pressure pumping station, fire boats, corporation yard and new fire houses were visited. A drill was staged at the drill tower, Seventeenth and Harrison streets, and the fire fighters were sent through their paces. The members of the association made the inspection for the purpose of thoroughly informing themselves regarding the fire protection system, in order that they may deal intelligently with all future questions which may arise concerning the department.

If Fire and Water Engineering is so solicitous for the welfare of Civil Service as it would have us fain to believe, why is it that it goes out of its way on every possible occasion to put obstacles in its path instead of aiding it? That is what many of its readers, who favor Civil Service would like to know.

From P. McKenna, hostler at the department stables, requesting that he be granted a leave of absence for ten days, with permission to leave the city, on account of sickness. Granted.

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VOL. X.—NO. 20

SAN FRANCISCO, SATURDAY, APRIL 5, 1913.

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N. Y. Firemen Receive Medals for Bravery.

The greatest day in the history of the New York City Fire Department, long to be remembered by those who took part in it, was Thursday, March 20, when twenty-nine firemen received medals for bravery and the officially putting in commission ten new engine companies by Mayor Gaynor, all motor-propelled. The N. Y. Press of March 21, speaking of the memorable affair, had the following to say of it:

With a dexterous turn of a knob on a specially constructed firebox on the plaza in front of the City Hall, Mayor Gaynor yesterday afternoon sent in his first "false alarm," thereby officially placing in the service of the city ten new engine companies and nine new firehouses equipped with motor apparatus.

In response to the alarm the ten companies, six of which are in Brooklyn, two in Manhattan and two in The Bronx, each rolled to a point in its district and thereby proved they are ready for service. Three pieces of the motor apparatus, stationed downtown, rushed through a crowd of 5,000 persons gathered in the plaza and snorted their greetings to the Mayor in less than one minute after he had turned in the alarm.

Then to complete what Joseph Johnson, Fire Commissioner, was pleased to call the greatest day in the history of the department, the Mayor, with Johnson and several city officials, entered the reception room in the City

Hall, where the Mayor distributed medals to twenty-nine firemen for brave deeds in the last year.

The celebration began at 10 o'clock in the morning when Johnson, heading a procession of seven red automobiles, in which were his deputies, Geo. W. Olvaney and Philip P. Farley; Chief Kenlon, E. R. Conaway, Fire Commissioner of Denver, and others, made the rounds of the six new firehouses in Brooklyn. It did not end until 5 o'clock in the afternoon, when the last of the new firehouses was officially opened by Commissioner Johnson in The Bronx. The exercises in the City Hall were sandwiched in between the tours of the firehouses in Brooklyn and Manhattan.

AUTOMOBILES COLLIDE.

Boards of trade and chambers of commerce in all of the districts favored with new apparatus turned out to look at the five new garage firehouses and hear what Commissioner Johnson had to say. He preached his hobby, fire prevention, to them and begged them to do all that was possible to relieve firemen of danger to life and limb, mainly by keeping down the number of fires by scientific preventive measures.

One accident marred the day. Johnson and his guest, E. R. Conaway, were speeding down Bedford avenue, Brooklyn, on the way to Manhattan, in the big department touring car. At Willoughby avenue the car crashed into another automobile, twisting it around a telegraph pole, and hurling its occupants to the street.

Frank Kronker of 463 Rogers avenue and Frank Dowler of 227 Lincoln

place were dangerously injured. They were taken to Cumberland Street Hospital in the car occupied by Battalion Chief Graham, who was following.

An exhibition of the modern motor apparatus being installed in the new firehouses began in the City Hall shortly before noon. In spite of the rain, the apparatus attracted several thousands.

Mayor Gaynor promptly at 2:30 turned in the alarm which sent the ten new companies on their first call. Forty seconds afterward an automobile pumping engine, stationed temporarily in the quarters of truck 10, Fulton and Church streets, dashed through the expectant crowd in response to the signal. Ahead of it came a little red car bearing Deputy Chief John Binns, in charge of the district. Last came an automobile truck a third of a block long.

MEDALS AWARDED.

After inspecting the apparatus, the Mayor returned to the City Hall, where the medals were given to the honor men.

The medals were awarded as follows:

James Gordon Bennett and Department Medals—Seneca Larke, Jr., engine company 20, for heroism in saving the bars of the Guarantee Safe Deposit Company's vaults during the fire in the Equitable building while protected from flames two feet away by a spray of water and while red-hot debris was falling about him, saving two lives.

Hugh Bonner and Department Medals—Fireman James G. Brown of

hook and ladder truck 40, for the rescue of the late Captain Bass at the time when Brown, Bass and the late Battalion Chief Walsh were caught in the collapse of walls in the Equitable building fire.

Trevor Warren and Department Medals—Fireman James A. Molloy of engine company 32, for risking his life to try to rescue three men on the roof of the Equitable building.

Wortheim and Department Medals—Fireman John F. Mooney of hook and ladder company 4, for the rescue of three women from the third floor front window at 252 West Forty-seventh street, January 13, 1912.

Strong and Department Medals—Fireman Thomas Kilbride, for assisting in the rescue of four persons in the fire over Dennett's restaurant on October 6, 1912.

Brooklyn Citizen Medal — Captain J. J. Walsh of engine company 269, for rescuing Mr. and Mrs. E. D. Packard from the third and fourth floors of 138 Fifth avenue, Brooklyn, on February 18, 1912.

Hurley Medal — Fireman Charles Holmholtz of engine company 238, for rescuing Mrs. Fannie Simon from a fire in the rear of 479 Metropolitan avenue, Brooklyn, on April 24, 1912.

Agnew Medal — Fireman Arthur L. X. Boylan of engine company 14, for saving Anna and Mercedes Devine from the third floor front window of 121 West Sixteenth street, Manhattan, on March 6.

Crimmins and Department Medal — Lieutenant Chas. W. Rankin, chauffeur to Chief Kenlon, for bravery at the Equitable building fire.

Stephenson Medal — Captain John J. Kelly of hook and ladder truck 9, for high efficiency of his company in quarters at drill and at fires.

Department Medal — Fireman F. X. Shields, for rescuing Jos. Gannon from the ledge of a fourth-story window of 163 West Thirty-fourth street, October 7, 1912.

Department Medal—Fireman Frederick J. Deissroth of engine company 7, for assisting in the rescues in the Dennett restaurant fire.

"After the medals had been pinned on the men by Fire Chief Kenlon, the Mayor praised the work of the depart-

ment and complimented the honor men.

Commissioner Johnson announced that twenty-eight motor-propelled steam engines have been ordered at a price of \$8,000 each. Ten of the eleven were placed in service yesterday. There are to be twenty-eight of the combination hose carts at \$4163 each. These carts can make thirty-five miles an hour, and each one carries 2,000 feet of hose. They carry also 70 gallons of chemical fluid.

No Raise for Chief.

In his recent letter to the Butte City Council, Mayor Duncan recommends that the suggested increase in the salary of the fire chief be not heeded, saying however modest this rate of increase may be, the city cannot afford it. He urges that the sum of \$2,300, estimated as necessary for placing the fire alarm and police wires underground, be carried in the public improvement account, while the cost of maintenance should be carried as an expense of the department. The mayor urges that action with reference to purchase of an automobile pumping engine be deferred, in view of the pressing needs of other departments and the city's financial condition. He believes that with such new equipment as has already been purchased, the department can get along nicely for another year.—Underwriters' Report.

Old "Fire Laddies" Feast.

The Veteran Firemen's Association held its sixty-fourth annual banquet on Friday night, March 28. Ninety-six veterans were present and the guest of the evening was Sam Davis of Carson City. Old songs were sung and stories of the old days told. The committee in charge consisted of Steve Bunner, J. B. Butterworth, Charles Riles and Mark A. Devine.

Battalion Chief Morgan and Operator Shillett of the Oakland Fire Department were severely injured in an automobile accident at Fifteenth avenue and East Fourteenth street during the past week, the former receiving a fracture of the skull and a broken jaw. Shillett had both feet broken and sustained other injuries.

Fifteen Firemen Overcome.

At Philadelphia, March 20, fifteen firemen were overcome by fumes of chloroform and were taken to hospitals, a score of girls were injured when they jumped from windows, and drugs and chemicals valued at \$100,000 were destroyed when the plant of the Munyon Remedy, Fifty-fourth and Jefferson streets burned. Henry Bixler, an employee, discovered the fire. By the time engines arrived, a half hour had elapsed and the flames had made great headway. When the girls were notified to leave the building many of them jumped to the tracks of the Pennsylvania Railroad siding alongside the plant.

Set Fires Just For Fun.

At Winnipeg (Man.) March 29, because he loved to hear the clanging of fire engine bells and the excitement of attending fires, James Dodds, aged twenty-three, a farm laborer, started more than one hundred fires in Winnipeg and St. Boniface in less than a year, according to a confession the police declared he had made to them. Dodds, who was arrested while setting fire to a large barn, admitted that he was responsible for the Radford-Wright fire several months ago, in which seven lives were lost, the police allege. Officials say his operations have caused loss aggregating more than \$1,000,000.

The Ontario, Cal., City Council has accepted the bid of the Gamewell Electric Signal Company for the installation of a fire alarm system for that city.

A fire in the Union Hotel, San Mateo, Thursday night, March 27, thought to be the work of an incendiary, resulted in a loss of \$250.

W. West, a negro who lives on the Mission road, was burned to death last Sunday night in a small house in the rear of a building being wrecked at Post street and Van Ness avenue.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, ETC., OF THE Pacific Fireman, published weekly at San Francisco, Cal., required by the Act of August 7, 1912: Editor and Managing Editor, James K. Mack, San Francisco, Cal.; Business Manager, Harold G. Preston, San Francisco, Cal.; Publisher, James K. Mack, San Francisco, Cal.; Owner, James K. Mack, San Francisco, Cal.; Known bondholders, mortgagees, and other security holders, holding 1 per cent or more of total amount of bonds, mortgages, or other securities, None.

Sworn to and subscribed before me this 25th day of March, 1913. (Seal.) JAMES K. MACK, United States Commissioner North'n Dist. of California.

Alcazar Theatre.

"The Man on the Case," a detective story with charming romance and keen wit, will be given its first presentation in the West next Monday evening and throughout the week in the Alcazar. It was written by Grace Livingston Furniss and scored a Broadway hit last season, every scene and character in it being pronounced unusual and cleverly drawn. Charles Waldron and Madeleine Louis will lead a carefully-placed cast. Mr. Waldron will be seen as Dempsey, Miss Louis as Nell, E. L. Bennisson as the detective and Bert Wesner and Clara Beyers as Mr. and Mrs. Longacre, with the remainder of the stock company appropriately bestowed. Elaborate staging is promised. When the story opens some old jewels have disappeared from the home of the exclusive and aristocratic Longacre family, at East Hampton, Long Island, and a famous detective, is employed to find them. It develops that Longacre, in sore need of money, pawned the valuables, and when his wife suspects and accuses him he confesses, but allows the detective to continue on the case. The Longacres have been compelled to raise money to entertain a young millionaire, Carroll Dempsey, to whom they hope to wed their daughter Nell. Dempsey is expected to arrive any minute and Nell declares that she will not be sold as so much merchandise. Then the detective telephones that he is at the station and will pretend to have an accident in front of the house so he may be taken in by necessity and be able to conceal his identity while at work.

Empress Theatre.

"The Rose of Mexico," a wordless play from the pen of G. Molasso, who gave us "Paris by Night," "La Somnambule" and other stellar attractions during the past two years will be the headline attraction at the Empress Theatre Sunday-afternoon. "A Christmas on the Comstock," a little playlet written by Harry Cottrell, is the special feature. It is presented by Mona Glendower and Raymond Manion, both noted legitimate players. Welch, Mealy and Montrose, with the original "Scream." Welch a corpulent,

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eccentric comedian, created a veritable riot in New York with their ludicrously funny travesty called "Play Ball." Jennie Fletcher, known as "The Scotch Nightingale," will be heard in a repertoire of classic and semi-classical ballads. Dow & Dow are Hebrew character comedians. The Skaters Bi Jouve were imported from the Palace Theatre, London, for a tour of the S. & C. circuit. George MacKenzie, a shadowgraphist and Marie Fay and Glendolyn Claire, singers and dancers, make up the programme.

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Entered as second-class matter March 21, 1908, at the
Postoffice at San Francisco, Cal., under the Act of Congress
of March 3, 1879.

The commissary department at the corporation yard last week finished testing 5000 feet of 3½ inch fire hose from the American Rubber Works at Emeryville. Every length hears Sam Bermingham's O. K. on it, and that in itself is a guarantee.

Owing to the absence of Judge Murasky, the hearing on the petition of Battalion Chief John R. Maxwell to restrain the Civil Service Board from holding an examination for first and second engineers in the fire department, was continued until Monday, April 7, by Judge Van Nostrand Thursday. The temporary restraining order remains in force.

Dr. Egan, veterinary of the department, has been giving the Pasteur treatment to one of the horses of engine company 33, who showed signs of rabies from being bitten by a mad dog during the early part of the week. The horse is now improving and the doctor is confident that it will have fully recovered in a few days. He encountered considerable trouble in securing the treatment, as none of the veterinarians had it on hand, but finally secured it from the State Board of Pharmacy.

From Captain George Brown, secretary of the Firemen's Mutual Aid Association, informs us he has received up-to-date over \$1500 for the relief of the firemen and their families of the flood and fire-swept districts of Ohio. He reports this sum will be greatly augmented when all reports of donations will have been turned in. He states the members of the department are responding liberally, many of the fire chiefs donating \$100. Mayor Rolph is also reported doing everything in his power in aiding the good work. Next week we expect to publish a full report of all donations.

This week we had the pleasure of spending an hour or two in perusing Edward E. Crocker's recent work on "Fire Prevention," published by Dodd, Mead & Co. of New York. Many of the ideas which it contains are not new; in fact are known and have been known and used by every intelligent fireman throughout the country, while what original views on fire prevention it possesses, it is said, emanated from Fire Chief Kenlon, the present

chief, the brains of that department. However, the book is well worth reading and we recommend it to our readers. It can be secured from the public library or by sending direct to Dodd, Mead & Co., New York city. We are not informed as to its price.

An evening paper last Thursday, March 27, stated that a battalion chief and two captains of the fire department called upon Mayor Rolph and assured him of the support of 98 per cent of the members in carrying out his Civil Service policies. The committee told the Mayor that a large majority of the men of the department endorse the action of Commissioners Brady and Rosenthal in eliminating the physical tests from the examinations for promotion to assistant chiefs, and also in certifying one name from the eligible list for promotion, instead of three, as demanded by the Fire Commissioners.

Politics Versus Efficiency.

Under the above caption, a recent issue of Fire and Water Engineering in an editorial, referring to politicians meddling in fire department matters, quotes a Portsmouth, Ohio, Director of Public Safety as saying: "Cheap, dirty politics from jealous 'soreheads' is responsible for the present situation. They seek to delay us in every manner possible." It also upholds the courts in deciding that fire chiefs and fire commissioners have the right to decide what fire apparatus and other supplies they deem best for their departments. The editorial follows. We quote:

"The hardest place to live in is that where politics predominate to the detriment of the public service. Petty politics is fatal to the good management of any city department, besides being a destroyer of moral and decent government. How is it possible to control efficiency in the fire service when the chief has to steer his course through the crooked channels laid out for him by the peanut alderman who is legally his director, but intellectually only fit to wipe his shoes.

"This is the principal reason why so many fire departments appear incompetent to control fires, and the chief engineer is reluctant to expose the cause, fearing he might lose his position. It certainly is most exasperating and intolerable to a competent and honest man. We have in mind many cities where chief engineers have to be subservient to the will of the political boss, knowing that to act otherwise would mean his being ousted from a position which has cost a lifetime to reach.

"A conspicuous case of this small politics comes from Portsmouth, O., where the director is called to account for adopting a reliable fire alarm system at a very reasonable figure. The action of the Director of Safety is condemned by the little fellows because they were not consulted about the matter, and they are now engaged in despoiling the good name of their fair city. These politicians do not know that one small fire would cost more than the price of the fire alarm system in question, showing how important it is that, in this particular instance, only the best should be selected. Through the blindness of

their political objection to anything being adopted in which they had no say, they do not realize that their city could be destroyed in very short notice without a reliable system of notifying the department when a fire has been discovered.

"No doubt what the director says is correct: 'Cheap, dirty politics from jealous 'soreheads' is responsible for the present situation. The politicians are seeking to delay us in every manner possible.' A great many courts have decided that fire commissioners and directors of public safety have the right to decide what apparatus or supplies are best for the city, and this should undoubtedly be the power of the safety department in question."

Mayor Threatens to Use Axe.

At a spirited meeting of the Mission Promotion Association last Monday night, at which Mayor Rolph was the principal speaker, wherein a wide range of subjects were discussed, among them the present dissension between the Fire Board and the Civil Service Commission, his Honor declared if the present controversy between the existing boards did not cease he proposed to take drastic measures. He prefaced his remarks by stating that in a recent evening paper Charles Wesley Reed had accused him of promoting harmony with an axe. After warming up to his subject his Honor is reported to have said:

"Yes, and I intend to have harmony even if I have to use the axe. This dissension must stop. If a member of the city government is not in sympathy with the administration he can get out and the sooner the better.

"In the Civil Service matter the majority of the commission has decided that it is not necessary under the Charter to hold physical examinations for promotions. In this I believe they are right, and I have told them so and I intend to stay with them.

"I believe in holding physical examinations of men when they enter the department, but it is not necessary every time a man takes an examination for a grade higher than he should be subjected to a physical test. Some people seemingly would sooner have prize fighters and pluguglies for fire fighters than men who have demonstrated that they have brains and ability."

San Diego.

Declaring that he would not remain a member of a fire department in which new men, some of whom had not served their terms of probation, are promoted over the heads of old, experienced members of that department and alleging that favorites are being played by fire department officials in San Diego, Claude L. Boswell, clerk under Fire Chief Almgren, has tendered his resignation to take effect immediately. Chief Almgren charges that Boswell had violated rules governing members of the department while on duty.

It is said the boys of engine 4 are so taken up with Captain Kehoe that it is doubtful if they consent to him taking a transfer to a truck company.

Labor Council Endorse Civil Service.

At the regular Monday night meeting of the Civil Service Commission, a set of resolutions adopted by the Labor Council of this city were read endorsing the stand of Commissioners Brady and Rosenthal and Mayor Rolph for sustaining them in regard to examinations and the certification of eligibles in the fire department. The resolutions strongly condemn the members of the department who have appealed to the courts to prevent the examinations without including physical tests for first and second fire engineers.

The Council also forwarded to the clerk of the Board of Supervisors for official filing copies of the resolutions adopted by the Council congratulating Mayor Rolph for sustaining a majority of the Board of Civil Service Commissioners for their act in striving to eliminate politics from the fire department.

Sufficient Funds on Hand.

Auditor Boyle, it is reported, has addressed a communication to Mayor Rolph, inquiring when the next award of medals to firemen who have distinguished themselves by heroic service will be made, and calling attention to the fact that no award has been made for two years. The Scannell, Rainey and Sullivan medals are referred to, and the auditor states that there are ample amounts in the funds for these medals to have awards made now. The selection of the men deemed most worthy of having the medals conferred on them is left to a committee composed of the mayor, the auditor and the chief engineer of the fire department. A report must first be given by the fire department officials as to acts of bravery deserving special notice.

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Meeting of the Fire Commission.

The Fire Commission met Friday, April 4, and approved the Administrative Report, from which we take the following:

From the chief engineer, reporting having made the following assignments for duty of temporary engineers who were restored to their regular rank and position of hoseman, to take effect from March 16th:

C. C. Shea to engine 12.
J. C. Herlihy to engine 34.
E. J. Moran to engine 15.
B. A. Derham to engine 1.
George Hall to engine 9.
John Hannan to engine 4.
Fred Reckenbeil to engine 6.
Eugene Mulligan to engine 42.
Wm. Crosby to engine 19. Approved.

From the Superintendent of Engines, reporting that the 5,000 feet of 3½ inch hose furnished by the American Rubber Works has successfully met all requirements of the specifications and contract and recommending that the same be accepted by the department. Approved.

From the Superintendent of Engines, submitting a communication from W. P. Delany,

machinist at the corporation yard, for 17½ days' pay on account of sickness. Also recommending that Machinists W. H. Brown, J. J. Moholy and J. J. Beatty be allowed salary for 6, 5½ and 4 days' pay respectively, for the same reason. Allowed.

From the chief engineer, recommending that the following application for transfer be granted, to take effect April 1:

L. Schatz, from hoseman engine 29 to hoseman engine 17. Approved.

From the chief engineer, reporting having detailed Wm. Nolan, hoseman engine 2, as operator to Battalion Chief Britt, vice Richard Witts, assigned as hoseman engine 2, to take effect April 1. Approved.

From the chief engineer, reporting having made the following temporary assignment of probationary members, to take effect from April 1:

Chas. A. Gray, to engine 2 as hoseman.
Wm. Petry, to engine 29 as hoseman.
P. Golden, to fireboat 2 as hoseman.
V. E. Wilson, to engine 2 as hoseman.
Geo. M. Healy, to engine 17 as hoseman.
E. J. Doherty, to engine 35 as hoseman.
G. G. Derham, to engine 20 as hoseman.
J. J. Woods, to truck 5 as truckman.
S. Hatfield, to engine 16 as engineer. Approved.

From the harnessmakers of the corporation yard, requesting that their salaries be increased from \$4.25 to \$4.50 per diem. In view of the fact that the budget estimates for the ensuing fiscal year, in which \$4.25 per diem is provided for harnessmakers, had been filed with the Board of Supervisors before the receipt of this communication your committee recommend that a communication be sent the Finance Committee.

Calendar of matters presented to the Board of Fire Commissioners April 4, 1913:

Opinion of the City Attorney in the matter of the petition of Joseph Finn, engineer engine 22, to be allowed credit for service in the department from Jan. 5, 1892. Definitely postponed.

Complaint against Thos. Sheehan, hoseman engine 40, for a violation of the rules governing members of the department absent from duty on sick leave. Charges filed.

From the Webb Motor Fire Apparatus Company, requesting an extension of time until May 20 on its contract for motor driven chemical. Referred to Administrative Committee.

Consideration of new rule relative to members filing complaints against superiors. Brandenstein, Hammer and Pfaeffle "aye," Dillon "no."

Matter of imposing penalty on Henry Welch, hoseman engine 25, for being under the influence of intoxicating liquor when reporting for duty on March 1. Put over one week.

Civil Service certification of Jas. J. Woods for appointment as truckman in the department. Appointed subject to assignment by chief.

Matter of consideration of bids received for furnishing card system for responding to

alarms of fire. Put over.

From the Civil Service Commission, authorizing temporary appointments to non-civil service positions for the month of April. Brandenstein, Pfaeffle and Hammer "aye," Dillon "no."

The transfer of D. O'Donnell, from truckman truck 5 to truckman truck 8 was laid over.

The resignation of Alexander George was again referred to the Administrative Committee. After some discussion Dillon favored giving him a leave of absence for thirty days, but agreed to have the matter referred to the committee.

Los Angeles.

An elderly woman whose identity has not been established, went to mail a letter at Los Angeles one day recently, her eyesight being poor and instead of mailing her letter, she rang in a fire alarm in front of the Baker Iron Works. Thinking that a fire in that section might prove a dangerous one, equipment from several stations was rushed at once. While the fire truck of the station at Pasadena avenue and Avenue Nineteen was hurrying to the fire, it collided with a motor truck driven by Don Phillips. W. E. Brown, a fireman, was thrown from the fire truck to the street and sustained a fractured wrist and other injuries. Phillips also was injured. When it was found to be a false alarm an investigation was started and members of the department learned that an elderly woman had been seen to walk up to the box and apparently ring in an alarm in an attempt to mail a letter.

Lieut. Siewert of engine 12, detailed to the corporation yard over a month ago as demonstrator on motor apparatus, is still on the job. Bill only works eight hours and has three home-made cooked meals every day and evenings to himself. Hang on to it, Bill; good things are scarce these days. He says its the greatest snap he's had since he left the village.

Don't miss this! Archie, familiarly known as "Porky" Jensen and Harvey Griffiths, both well known to members of the department, are financially interested in a fine launch at San Pedro Point, on the Ocean Shore road. They extend a general invitation to their friends who are on fishing or hunting bent to avail themselves of a day's sport. They also extend a general invitation to members of the department to bring their wives and sweethearts. For further particulars address or call up any member of engine 44.

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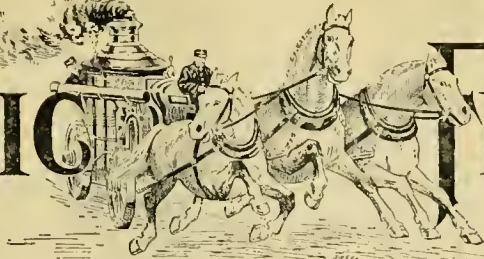
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VOL. X.—NO. 21

SAN FRANCISCO, SATURDAY, APRIL 12, 1913.

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Physical Examination for Chief Officers

A city on the Pacific Coast (referring to San Francisco) is having quite a time in trying to decide whether or not the candidates for promotion to assistant chiefships in the fire department should undergo a test as to their soundness of wind and limb. The Civil Service rules appear to require such an examination in all cases, but the mayor does not believe that such an ordeal should be undergone by those who are next to the chief, in which opinion the majority of the Civil Service Board agree. As is usual, the merits of the case are befogged by charges and countercharges that there is political intrigue involved. Then, too, this particular case is complicated by the fact that the uniformed head of the department is appointed from the force without examination, whence it can, and has happened that an officer rated on the civil service list as captain commands men who rank above him on the civil service list as battalion or assistant chief.

It is probable that most fair-minded men will hold the view that those who win their way in large departments above the rank of captain, let us say, should not be subjected, when they seek further promotion, to the same rigorous physical test that is required of a recruit. Certainly a chief officer must be able to withstand exposure and must possess a sound mind in a healthy body, or his physical strength may fail him at inopportune times.

But a chief officer's experience and brains are, or should be, worth more

to his department than his muscles. His business is to direct other men, and rarely is he, or ought he to be, called upon for the strenuous physical effort required of those of lower station in the department. It is also to be borne in mind that, except in very exceptional cases, promotion to the rank of battalion or assistant chief does not come to a fireman until he has passed the zenith of his athletic prowess. He may still have a punch powerful enough to fell an ox, but his limbs are usually not as supple as they once were; work on the parallel bars and with the Indian clubs has lost much of its charm, and the other delights of younger days usually lack a good deal of their attractiveness by the time a man gets a chance to become a chief officer.

Nevertheless, he may be physically, as well as mentally, fitted for the post. Many a bad fire has been fought and won under the direction of officers whose hair was grizzled, whose bodies were rheumatic and who could not have skipped one hundred times to save their lives.—Fireman's Herald.

The fateful anniversary of April 18, is the date promised for the delivery to the city of Hillsborough of the new auto chemical fire engine for the protection of that municipality. The announcement was made by Trustee Samuel Knight at the board meeting last Tuesday. He also stated that the hose ordered was ready for testing.

The famous Plaza Del Mar bath house at Santa Barbara was totally destroyed by fire, the cause of which is unknown. The loss is estimated at over \$50,000.

Two-Platoon and State Legislatures.

The advocates of the two-platoon system for fire departments who hoped that their State law-makers would help them where the municipal authorities would not, must regard current happenings with rather mixed feelings. While the Nebraska state and legislature appear to have ordained the double-shift plan for Lincoln, other States have shown no inclination to follow suit, Indiana being the last to kill the bill in committee.

Interest now centers on Ohio and New York, where carefully planned campaigns have been waged on behalf of the change. As we do not pose as prophets we make no forecast of the result, beyond saying that it will be interesting whichever way the decision goes, which strikes us as an entirely safe thing to predict.—Fireman's Herald.

Four Chicago Firemen Injured.

A press dispatch of April 7 says four firemen were injured, two of them probably fatally, in a fire which destroyed beef house No. 2 of Armour & Co. in the Union stockyards. The loss on the building and its contents is estimated at \$500,000.

The fire, because of the low water pressure, gained rapid headway, and after being apparently under control for a short time broke out again in several places following a number of explosions believed to have been caused by the blowing out of ammonia tanks.

The most seriously injured were Captain George T. Foley, right leg and both arms broken, and Fireman John Patterson, hurt internally.

Veteran Firemen to Hold May Reunion.

The Veteran Firemen's Association of this city will hold a reunion on May 25. The board of directors has decided to give an outing and issue a souvenir book containing a history of the fire department from its organization in 1850 up to the present time.

A committee has been appointed to attend to the details and Paul Boller has been given charge of the book. Only duly authorized solicitors appointed by Boller will have right to solicit advertisements. It is to be distributed free.

As several fake propositions were foisted upon the public last year, the Veteran Firemen's Association desires to inform the public not to pay any attention to solicitors unless they show their credentials.

Two N. Y. Firemen Mortally Injured.

Acting Battalion Chief Edward Connolly of the New York Fire Department, while racing to the scene of a fire in his fast light runabout in Ridge avenue, Brooklyn, at 9 o'clock one evening last week, and hook and ladder motor truck 156, both turned into Lorimer street at the same time, at that dangerous crossways where Lorimer and Berry streets and Manhattan avenue meet. The truck struck the runabout with such force that it was crumpled into a twisted mass, while the chief and his driver, Matthew Robinson, were thrown ten feet. Both men had their skulls fractured and both were carried, dying, to St. Catherine's Hospital. Robinson was still conscious as they lifted him into the ambulance, and he begged the surgeons to keep the news from his mother.

Connolly had charge of the Thirty-fifth Battalion district and lives at 131 Bedford avenue, Brooklyn. He is 33 years old. Robinson's home is at 907 Lorimer street, and he is 47 years old.

Petaluma.

At an informal meeting of the Board of Fire Commissioners last week, a permit for a steam boiler at the tire repair works was granted under certain conditions, the work to be approved by the fire chief and President Fredericks.

The members inspected samples of

fire hose preparatory to selecting the type desired in the local fire department. A small quantity will be ordered at first.

That the fire horse should be retained until a second motor vehicle for fighting fire is had was decided, it being held that an emergency apparatus should be always on hand.

Fire Insurance Companies Scored.

A Chicago dispatch, dated April 5 says a report bristling with criticism of methods employed by fire insurance companies in the issuance of policies was made to Judge Burke by the special grand jury which has been investigating the so-called arson trust.

The report declares that 50 per cent of the fires in Chicago are of incendiary origin. This condition of affairs, the report asserts, is due to laxity on the part of the fire insurance companies in examining the property insured and the relaxation of vigilance after a policy has been granted.

Theatre Fire Protection.

Every theatre in Denver, Colorado, is now guarded at each performance by a fire warden. This officer is to march across the stage in front of the curtain that the audience may know that he is on the job. He will then retire and keep watch for any fires that may break out. He will also see to it that the aisles are kept clear and that the exits are not blocked.

The fire apparatus at the central fire station has been removed to the quarters at the new Spokane City Hall. The auto hose wagon formerly in use at the central station has been rebuilt with a chemical attachment and will be used to replace the horse-drawn vehicles at the Manito station. The new "bull moose," which is the largest auto in the department, will be used at the central station. — Underwriters' Report.

Fire of unknown origin recently destroyed the big plant of the Universal Film Company at Hollywood. The loss amounts to \$7,000 with insurance of \$5,000. Employees of the concern were unable to save their own property in the offices and dressing rooms. The plant employed nearly 150 people and was one of the largest moving

picture concerns in the West. Facilities were so complete that four pictures could be taken at one time.

Demise of Los Angeles Municipal News.

The following two excerpts, from the Pacific Printer and the Stockton Mail, commenting on the demise of the Los Angeles Municipal News, is self explanatory:

[From the Pacific Printer.]

The City Council of Los Angeles has ordered an investigation of the Municipal News of that city, following a request for bids to renew annual contract for publication. Before this action was taken, two of the councilmen severely criticised the municipal newspaper, asserting that it is useless, wasted the money of the taxpayers, and is not wanted by the people. Sixty thousand copies a week were at first issued, but thirty thousand is the present edition (due to effort to keep within the appropriation.) It was stated that the newspaper spends the \$36,000 a year received from the City Treasurer, in addition to the entire proceeds from its advertising, and it was further asserted that four employes, besides carriers, were sufficient to conduct a weekly paper, while the Municipal News has twelve or fifteen persons on the pay roll.

[From the Stockton Mail.]

A newspaper must be positive; it must have principles and stand by them; it must make enemies to have friends. To command respect it must have an unequivocal editorial policy and make its position clear on every issue of importance that comes up. There are many people who do not agree with a newspaper's policy who will take it and read it if the paper is fair, as well as positive, in its views. But a wishy-washy, please-pardon-me newspaper is held in universal contempt by the American public, and for that reason the Los Angeles Municipal News, as a newspaper, is not worth the ink it takes to print a period.

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Alcazar Theatre.

During the three years that have elapsed since "The Squaw Man" was last presented in the Alcazar there have been many requests for its revival, but not until Charles Waldron was engaged to lead the company did the management feel justified in acceding, because of the unusual physical and temperamental qualifications essential to an adequate interpretation of the title role. Mr. Waldron is not only richly endowed with them, but he has played the part with marked success in the East and is familiar with all its requirements. Consequently the finest dramatic depiction of life on the gone-for-ever frontier that ever was written is announced for next week, commencing Monday night, with Madeleine Louis as an augmented support also in the cast. Miss Louis will be seen as Nat-u-Rich, the squaw; Fred J. Butler as Big Bill, the ranch foreman, in which he scored a hit when the play was last seen at the Alcazar; Thomas Chatterton as Henry, Earl of Kerhill; Clara Beyers as Diana, his wife; Lady Elizabeth, his mother; Adele Belgarde; Lady Mabel, his sister, Rhea Mitchell; Mr. Petrie, his solicitor, Edmund Lowe; Sir John Applegate, Diana's cousin, John A. Butler; Mrs. Chichester-Chichester Jones, and American Lady, Pearl Cook; Shorty, a cowboy, Burt Wesner; Old Andy, another, Lee Millar; Tabwana, a Ute Chief, Louis Bennison; Baco White, an interpreter, Charles Moul; Cash Hawkins, a "rustler," Roy Clements; and Nick, a barkeeper, Walter Belasco, with a score of other people in minor roles.

Empress Theatre.

A novel array of attractions will be uncorked at the Empress Theatre Sunday afternoon, headlined by "The Diving Girls," a spectacular aquatic novelty that has received unstinted praise from press and public in many of the principal cities of the United States. Mr. Neil McKinley, an extemporaneous funster is the feature attraction by reason of his great success wherever he has appeared. He is the season's big comedy hit and has been a veritable furore everywhere. "Raving Just for Fun" is the title of his specialty. Burns, Armstrong and Fullen, the three varsity fellows, are graduates from the University of Washington. They will be seen in a

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burlesque on college life, entitled "A Campus Rehearsal." Mr. and Mrs. Ward Caulfield, presenting a delectable little Irish platlet, called "The Section Boss," a comedy-drama by Frank Finney, will be another pleasant feature. For artistic finish, smart dressing and swift action, Paddock & Paddock, song and dance diversifiers, are said to surpass all others. Unique and interesting is the novelty offered by Stith & Gardnier, whose performance consists of juggling plates and various other articles. Menlo & Sterling, aerial gymnasts, and Twilight Pictures will be other valuable additions to the programme.

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Entered as second-class matter March 21, 1908, at the
Postoffice at San Francisco, Cal., under the Act of Con-
gress of March 3, 1879.

Vacations in the department will start the
first day of May this year.

The Nebraska House of Representatives
has passed the bill providing for the two-
platoon system in the South Omaha Fire De-
partment.

The firemen's one-day-off in five bill for
Taunton, Lowell and Northampton, Mass.,
has passed the Senate with flying colors by a
vote of 23 to 3. The bill carries a referen-
dum attachment.

Owing to not receiving copy of donations
from Captain George Brown of monies col-
lected by him in aid of firemen and their
families in the flood districts of the middle
western states, we are unable to publish
same, but hope to do so next week.

Last week we erred in stating the resigna-
tion of Alexander George was referred to the
Administrative Committee. It should have
read Commissioner Dillon moved that he
(George) be granted 30 days leave of absence
in the hope that he would reconsider his de-
termination to resign. The other commis-
sioners voted that it be referred to the com-
mittee.

A satisfactory preliminary test of Gleason's
high pressure valve was given Tuesday at the
foot of Stockton street. Mr. Gleason expects
to make some minor changes which will aid
materially its efficiency and submit it to a
board of engineers, when another test will be
held. Among those present were Commis-
sioners Hammer, Dillon, Brandenstein and
Paeffl; Chief Murphy, Sam Bermingham,
Charlie Tabor of the Gorham Engineering and
Motor Fire Apparatus Company and others.

At the regular Monday night meeting of
the Civil Service Commission the Board
created the position of chief deputy commis-
sioner of the Board of Public Works and
named Frederick J. Churchill, present Secre-
tary of the Board, for the place, at a salary
of \$25 a month. Fire department matters
were not discussed owing to the injunction
proceedings brought by Battalion Chief Max-
well, enjoining the Board from eliminating
the physical test examinations for assistant
engineers. The case will be threshed out

before Judge Murasky Monday, April 14,
providing another continuance is not asked
for, there being two already.

Two Platoon a Success.

The Underwriters' Report, discussing the
inauguration of Seattle's two-platoon system,
which went into effect April 1, says of it:

The new double platoon system was inau-
gurated by the Seattle Fire Department on
April 1st, and while it has been in operation
only a few days it is thought that the change
will result in greatly increased efficiency and
will tend to give better fire protection to the
entire city. This change, adopted by the city
by amendment to the charter at a recent
election, is only one of the plans being put
into effect to give better protection.

The City Council has voted large sums of
money for additional stations, which are
being designed and will be erected during the
coming summer, and it has been decided to
make use of some of the old appropriations
for apparatus. The money voted for equip-
ment during the past four or five years and
still unexpended was intended for horse-
drawn wagons, and the wording of the ordi-
nances has now been changed to allow the
purchase of modern auto propelled machines.
Specifications for the new equipment are
now being prepared by the chief of the de-
partment.

Nominations for Directors Scannell Club.

SAN FRANCISCO, April 8, 1913.

To the Officers and Members S. F. Fire Department.

Gentlemen:—Nominations for Directors of
the Scannell Club are now in order. Nine
directors are to be elected. All nominations
must be made in writing over the signature
of the proposer. You are requested to con-
sider carefully the qualifications of each man
whom you intend to nominate. Upon the
Board of Directors of the organization will
devolve the duty of upholding the Civil Ser-
vice rights of the members of your depart-
ment and of taking such steps as will secure
improved working conditions therein.

Nominations will close on Tuesday, April
15, 1913, and should be mailed to Edward
Gallatin, Secretary Scannell Club, 368 Fell
street.

Please bring this notice to the attention of
your fellow members.

ALEXANDER GEORGE.

Secretary Scannell Club.

Going to Be the Head.

In the future, deputy chiefs in the Newark,
N. J., Fire Department cannot order any
change in the arrangement of fire fighting
equipment on an apparatus "or otherwise
disarrange the system now in vogue" without
the consent of the chief engineer. This rule
was adopted by the fire board recently at the
suggestion of Chief Moore, who said that
"the chief of the department is going to be
the head, and not any deputy chief."

In explaining his reason for wanting the
rule adopted, Chief Moore declared that
Deputy Chief M. Dermitt had given orders to

all the engine companies in his division to
stretch a long length of hose at every fire,
and to use a larger suction on their engines
than has been the custom. Chief Moore did
not approve of either order and rescinded
them. In order to make it more binding,
however, the chief declared that he wanted
the board to fix the rule.

Around the Bay Cities.

[Special Correspondence.]

The Walnut Creek Fire Department is
about to purchase some new fire hose. Chief
Salituri has bids from a number of firms.

The Oakland Commissioners have discov-
ered a way to evade the ruling of the Charter,
which provides that if a man is retired for
disability prior to the regular age limit, he
shall have his position back in case of recov-
ery. Assistant Chief McDonald was retired
on the disability clause, and as an assistant
chief could not be appointed until McDonald
reached the age limit for retirement, the
commissioners created the position of substi-
tute assistant chief.

The new electric lights in Alameda will be
used for the purpose of directing attention to
the fire alarm boxes. All globes within fifty
feet of an alarm box will have a red band
with the words "Fire Alarm" in white let-
ters. In this way an alarm box can be imme-
diately located.

Chief Short and the hook and ladder com-
pany of the Oakland central fire house were
called out at 1 o'clock last Friday, April 4,
to rescue Mrs. Belle Cudray, a photographer,
from her husband's studio. She became so
absorbed in her work that she failed to notice
the hour of midnight had passed, when the
building was locked for the night. She noti-
fied the police by telephone and Chief Short
was detailed to rescue her.

Girls Fight Firemen.

When a slight fire occurred on the fourth
floor of the loft building, 30 West Twenty-
first street, Manhattan, New York, one given
up entirely to tailoring work for women, fire
drill, if ever practiced, was forgotten and
there was an immediate rush of girls to the
elevator from the sixth and seventh floors.
The elevator did not come up from below, as
the boy was "commandeered" by the fire-
men to help them to get the lines of hose
upstairs.

As the lieutenant in charge of the firemen
had expected this, he had lined up six firemen
across the stairs on the fourth floor. These
tried, but in vain, to persuade the girls to re-
turn to the upstairs lofts, and assured them
to no purpose that there was no danger. The
girls, however, thought otherwise and fought
and scratched the firemen and refused to be-
lieve there was no need for them to clatter
up the stairway.

As they would not retreat, Lieutenant
Kearny ordered the hose to be turned on
them. That was just too much. Their ranks
broke and they went back upstairs.

Lieutenant Kearny, however, is a man
marked out for future vengeance from the
indignant girls.

Meeting of the Fire Commission.

The Fire Commission met Friday, April 11, and approved the Administrative Report, from which we take the following:

From the chief engineer, recommending that the position of Harry Piper be changed from hoseman to stoker of engine 20, to take effect from date. Approved.

From the chief engineer, reporting having temporarily assigned J. R. Maxwell and Jas. Layden to perform the duties of first and second assistant chief engineers, commencing April 1. Approved.

From Wm. Moore, stoker engine 16, requesting that he be allowed salary of engineer of said company while acting as such from March 16 to April 1. In view of the fact that there was an eligible list to draw from during this time that Moore was acting and in accordance with a rule of the Civil Service Commission that such demands would not be approved, your committee recommend that the request be denied.

From Chas. Shay, hoseman engine 12, requesting that he be allowed salary as engineer of said company from February 1 to March 16, during all of which time he served in that capacity and performed the duties of engineer. In this case there being no eligible list of engineers to select from your committee recommend that this request be granted, subject to the approval of the Civil Service Commission.

From Battalion Chief Britt, submitting a complaint against R. Witts, hoseman engine 2, for neglecting to obey an order of his superior officer on April 2. After an investigation of this matter your committee find that the same was due to a misunderstanding of the order, and upon the recommendation of Captain Kehoe of engine 4, who issued the order, we recommend that the complaint be dismissed.

From Battalion Chief Murray, submitting a complaint against Chas. McLaughlin, hoseman engine 16, for failing to respond to an alarm of fire with his company on April 2. McLaughlin appeared before the committee and admitted the facts of the complaint and your committee recommend that he be suspended for three days as a punishment therefor, this being his second offense.

From Howard Holmes, lieutenant engine 4, requesting that he be allowed salary for the month of February to the amount of \$81.25, time off duty during suspension. Recommend that he be allowed salary for all of February with the exception of fourteen days that he was deprived of by the Board for a violation of the rules. Laid over one week.

From T. F. Carrick, engineer fireboat 1, requesting that he be granted a leave of absence for four days, without pay, commencing on the 12th inst. Granted.

Calendar of matters presented to the Board of Fire Commissioners April 11, 1913:

From the Civil Service Commission, requesting advice as to whether this Board has any objection to the acceptance of the resignation of Robert H. Lockyear as engineer in

this department under the provisions of Rule 24 of the Civil Service Commission. President to confer with the Civil Service Commission.

Opinion of City Attorney in the matter of the petition of Jos. Finn, engineer engine 22, to be allowed credit for service in the department from Jan. 5. Referred to Administrative Committee.

The matter of imposing penalty on Henry Welch, hoseman engine 26, for being under the influence of intoxicating liquor when reporting for duty on March 1. Deprived of salary from date of suspension, up to time of pension, Tuesday, April 7.

Matter of reprimanding D. O'Donnell, truckman truck 5, for assaulting Thomas Timmons of that company on March 16; also transfer of O'Donnell from truck 5 to truck 8. Put over one week.

Communication dated March 15, 1913, from Alexander George, tendering his resignation as driver of relief engine 2. Brandenstein moved to accept, Pfaffle seconds, Hammer votes "aye," Dillon "no."

Trial of Thos. E. Sheehan, hoseman engine 40, for failure to obey orders of his superior officers on the 1st day of April. Suspended for 30 days from April 4.

Must Obey City Code.

Because certain of the members of the Savannah, Ga., Fire Department have never complied with section 625 and section 626 of the city code, fifteen firemen have been notified that a physical examination must be undergone at once. The men are also commanded to take the regular oath of office and to give bonds in the sum of \$100. This bond is for good behavior, sobriety and general moral standing.

The records of the department show that the men were apparently given positions without the usual formalities. If the fifteen undergo the examination successfully and desire to continue in the service of the city, they will probably be allowed to remain, but in the event that any of those notified feel that they cannot comply with the instructions and undergo the necessary examination and give bond at once then the notice sent out last week will serve as a notice of dismissal.

The fact that the Providence, R. I., firemen have organized a club to push the pension bill now pending in the legislature became public last week, despite the efforts of the firemen to keep it secret. The department rules, it is said, prohibit the forming of such an organization.

Brockton, Mass., firemen are preparing to ask for increased salaries. The raise to be asked for, it is said, contemplates advancing captains and lieutenants to \$1,400 and \$1,300, respectively, from \$1,200, and the maximum rate for the privates to \$1,200 from the present maximum of \$1,100. There are thirteen officers whose pay would be increased on the schedule said to be proposed for captains and lieutenants, and 55 or 56 permanent men when all of the latter reach the maximum pay at the end of four years' service.

Only men less than 30 years of age will be eligible to the fire department of Minneapolis, Minn., since the adoption of a recommendation by Fire Chief Charles W. Ringer, by the Council Committee on Fire. The age limits are to be changed from 21 to 35 years to 21 to 30 years.

Members of the Maine Fire Chiefs Club were in Augusta last week in support of two measures pending in the legislature. One provides for the presence of a fireman in every theatre, concert hall and place of entertainment in the State when a performance is on. The other would make all members of the fire department hold office until 60 years of age unless removed for inefficiency or for some other cause.

Don't mention mushrooms to Capt. Eversen of chemical 12, or any of his family. "Never again," the captain says.

Captain Lerman's Irish Setter Queen was awarded second prize at the Golden Gate Kennel Club's fourth annual dog show, held at the Auditorium this week.

For Flowers for all occasions call up Mission 5988. J. J. O'Connor, 2756 Mission Street.

Captain O'Farrell of chemical 9 was laid up a few days this week with his old complaint—stomach trouble. His many friends in and out of the department hope for his permanent recovery, and among them the PACIFIC FIREMAN.

Wm. H. Augustine, formerly of the commissary department, has a position in the contract department with the Pacific Gas and Electric Company. He asked after Ed Church, Pat Brandon, Captain Bulger, Geo. Knorp, and had a good word for Commissary Gill.

Captain Tom Bulger, assistant to Sam Birmingham, as outside man—in other words, a traveling commission, as he calls it—looks ten years younger. To quote his own words: "I did not relish the job at first but now I sleep well and eat three square meals a day, which I could not do before and am feeling fine." He looks it.

We ran up against Captain Kenneally while out testing hydrant pressure in his district Thursday. He is in fine form and is holding his own with the best of them. Dame Nature seems to be unusually kind to him. We have never been able to get the true story of that famous outing he took to Mendocino County last summer, accompanied by those two old vets, Captains Conniff and Lerman and others. One thing we did learn, he bent the bunch home, and that's something in his favor.

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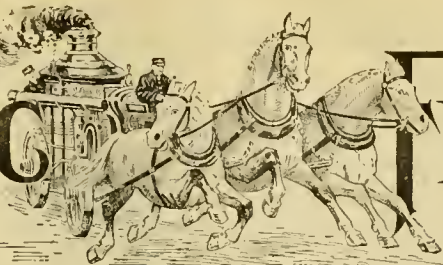
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VOL. X.—NO. 22

SAN FRANCISCO, SATURDAY, APRIL 19, 1913.

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Firemen Are Not Workmen.

A decision of great importance to the firemen of Washington and other states possessing an eight-hour law, was handed down last week by Judge Everett Smith of Seattle, who holds that members of fire departments do not come within the scope of the eight-hour law recently passed in Washington. This decision would appear also to refute the contention of the Tacoma firemen, who believed that the state law should be construed to mean a three-platoon system for all paid fire departments in Washington.

Judge Smith's decision arose through the action of the marine engineers, stokers and pilots of the Seattle fireboats seeking an injunction preventing the introduction of the two-platoon system among them on April 2, as they had been granted an eight-hour tour of duty by the City Council.

The court held that, though the two-platoon ordinance was passed by the City Council on October 17, 1912, it did not become effective until the referendum vote approved it on November 5, 1912. The court holds that, if it were not for the referendum vote, the eight-hour law for marine firemen passed by the council on January 27, 1913, would supercede the two-platoon law; that the voters, having directly expressed their favor for the two-platoon law, it should govern as the last word on the subject. It was also contended by the fireboat men that the two-platoon law was in conflict with the state eight-hour law for labor, and on this contention the court found that members of fire depart-

ments are not laborers in the eyes of the law.

It has also been held by Seattle's legal department that the two-platoon system, which went into effect April 2, is obligatory and cannot be altered by the City Council. The two assistant and the three battalion chiefs proposed to the council that they would forego the two-platoon provisions and remain on duty continuously as at present, providing a fair raise in salary was accorded each of them and they were allowed twenty-four hours off each fourth day. While no mention was made of the amount of increase, it is understood that they expected to receive \$50 a month additional. The Corporation Counsel now declares that the City Council has not the power to accept this proposition and cannot waive any of the provisions of the two-platoon law as passed by the voters of Seattle.

Los Angeles.

The new \$10,000 Gorham motor-driven combination pumping engine and hose wagon, recently purchased by the city, arrived last week. It has 140-horse power and will be placed in the engine house at Avenue Fifty-ninth and Pasadena avenue in the Highland Park district.

The fire commission has given its approval to the estimate of expenditures for the fire department for the next fiscal year. The total amount asked for is \$911,455, of which \$518,440 is to be used for salaries, \$80,500 for new fire houses, \$166,550 for new fire apparatus, \$9,139 for fire hydrants and \$303,639 for equipment.

Salaries of Los Angeles Firemen.

An ordinance has passed at Los Angeles fixing the personnel and monthly compensation of the fire department as follows: One chief engineer, \$250; 1 assistant chief engineer, \$175; 1 superintendent of engines and machinery, \$150; 2 battalion chiefs, each \$150; 1 secretary of the department, \$140; 1 assistant secretary, \$75; 13 captains (first class) \$125 each; 16 captains (second class) \$120 each; 37 lieutenants, \$105 each; 2 lieutenants (second class) who shall act as deputy fire marshals, \$100 each; 11 engineers (first class) 120 each; 17 engineers (second class) \$115 each; 14 auto firemen, \$100 each; 269 firemen, \$80 per month each, during his first year of service in said department, \$85 per month during his second year of service in said department, \$90 per month during his third year of service in said department, and \$95 per month during his fourth year and all subsequent years of service in department.

Owing to Fire Chief Wright of San Antonio, Texas, having pointed out that every false alarm costs the city from \$50 to \$75, the City Council has offered a reward of \$25 for the arrest and conviction of any person found guilty of turning in false alarms of fire, and has provided a \$200 penalty.

Last week, at Chicago, 59 indictments were returned by a special grand jury investigating the alleged arson trust's operations. The true bills contain 259 charges against fifty-six men. The grand jury made a special report asserting that half of the fires in Chicago were incendiary.

Seattle's Fire Marshal's Report.

The following is the Fire Marshal's report to the City Council of Seattle for the month of February, 1913:

Value of building involved,	\$214,350.00
Of contents on same.....	635,667.00
Total value of buildings and contents involved in fires	850,517.00
Insurance on buildings.....	170,200.00
On contents of same.....	392,850.00
Total insurance on buildings and contents.....	563,050.00
Loss on buildings.....	89,459.45
On contents of same.....	234,659.48
Total loss on buildings and contents	324,108.93
Loss on Times Building.....	34,210.00
Contents.....	114,841.33
Total loss.....	149,051.33
Loss on Denny Building.....	33,764.00
Contents.....	69,984.97
Total loss	103,748.97
Total loss in fire in Times and Denny buildings.....	252,800.30
Total loss in fire same night at First and Main (Feb. 12)	27,229.59
Loss where fires started...	220,324.96
On adjoining property.....	103,783.97

Alarms from street boxes, 24; by telephone, 45; given at the stations, 13; second alarms, 2; special calls, 1; total number of alarms of all kinds, 85; false alarms, 6; needless alarms 2; smoke, not fire, 4; "no alarm" fires 0; calls for special work, 1; fires with loss, 35; total number of fires, 65; fires caused by chimneys and flues, 20; by heating and cooking devices, 11; fires caused by matches and smoking, 5; by incendiaries, 4; unknown 4; by rubbish, 3; grease, 3; gas, spontaneous ignition, rekindling, coal oil, electricity and steam pipes, each 2; total 12; fires caused by gasoline, ashes and alcohol, each 1; total 3.

Number of brick, stone or concrete buildings involved in fires, 4; frame, 32; awnings, 1, no vessels, automobiles or launches; fires originating in vacant buildings, 3; in street cars, 1; extending beyond first building, 2; brush and grass fires, each 1; confined to the floors on which they originated, 14; fires resulting in total losses, 3.

Number of inspections of manufacturing plants, 10; business and hotel buildings, 10; theatres, schools, etc., 1; apartment houses and dwellings,

15; number of inspections of fires by Fire Marshal, special, 19.

HARRY W. BRINGHURST,
Fire Marshal.

Oakland.

The old armory at Twentieth street and Telegraph avenue, was destroyed by fire early last Monday morning. The lower part was used as a garage by the Oakland Taxicab Company. Seven machines were burned.

Policeman J. Keel saw the fire and rushed up stairs just in time to rescue L. Wilson, proprietor of a dance hall, and his family. Keel dragged them from the building and then fell, overcome by smoke, but was rescued by firemen. The loss is estimated at \$20,000.

The Oakland Civil Service Commission has recommended an amendment to the civil service rules permitting more promotions in the fire department. The recommendation is in line with the plan recently announced by the commission to secure further efficiency and raise the standard of the department. The amendment provides for the promotion to lieutenants of drivers, tillermen, truckmen and hosemen of the third class; to engineers from stokers of the third grade; to captain from lieutenant; to superintendent of engines or battalion chiefs from captains; to second assistant chief from battalion chiefs and captains, and to assistant chief from second assistant chiefs and battalion chiefs.

The members of the new paid fire department at Medford, Ore., are to have their salaries increased \$5 a month, which will give the chief \$90, assistant chief \$80 and firemen \$70.

Rumors of trouble for some members of the San Diego Fire Department are frequent. It is said that too great a fondness for grape and corn juice is at the bottom of the explosion that may take place any day.

Bonds to the amount of \$570,000 were endorsed at the election last Saturday by the people of Berkeley. For a new sewer system \$475,000 will be spent, and \$95,000 for improvement of the apparatus in use by the fire department.

Fire Horses Die of Broken Heart.

"Nig" and "Frank," a team of fire horses of North Pelham, N. Y., are dead from broken hearts. For over ten years they drew the apparatus. They seemed to take a keen delight in the excitement they experienced and caresses they received.

Recently the fire commissioners purchased modern apparatus. Some days ago the alarm rang, the horses pranced in their stalls, but were not used. Another alarm that night and still another the next day, but the old team remained in their stalls, and listened to the clanging gong. The next morning "Nig" was found dead in his stall. For two weeks "Frank" whinnied and at last refused to eat or drink, and had to be shot.

Fire Commissioner Johnson of New York, who started the arson agitation in that city, has had bills introduced in the New York Legislature providing that fire insurance policies shall be issued only on signed applications, giving a full description of the property and answering questions as to whether insurance has been refused and whether fires have occurred recently in the premises. Copies of the statement are to be forwarded to the Fire Commissioner and State Fire Marshal.

Now that Hayward is assured of a fire alarm system and a firehouse, the Chamber of Commerce and other civic organizations will renew the agitation for a reduction in the present high insurance rates, it is reported.

At Sacramento, April 1, bids were opened for fire alarm apparatus for forty boxes and four station house indicators to equip the recently annexed districts.

The Salinas Fire Department will shortly purchase a \$6,000 motor chemical and 1500 feet of fire hose to add to the present apparatus.

Anaheim proposes to build a \$3,000 fire house and purchase a \$6,000 fire truck shortly.

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Alcazar Theatre.

J. M. Barrie's four-act comedy, "The Admirable Crichton," is to be revived at the Alcazar Theatre next Monday evening and throughout the week, with Charles Waldron in the title role—a character that was the medium of his most emphatic hit when he last led Belasco & Mayer's players. In the cast with him are Madeleine Louis and the complete strength of the stock company. When he wrote this delicious fantasy the author of "Peter Pan" was in one of his best moods, the result being a charm that could only come from a master hand. Its theme is the influence of caste upon all classes of British society. By marooning a nobleman's family and servants on a tropical island the author causes a reversal of class distinctions, Crichton, the butler, proving that his inherited servility veneers the soul of a monarch. This interesting consideration of an inverted social state is conveyed through mirth-provoking situations and dialogue that reeks of keen satire. Mr. Waldron is at his best as Crichton. Miss Louis will be seen as Lady Mary Lazenby, the girl whose heart is lost and won on the island; Clara Beyers as Lady Catherine, Rhea Mitchell as Lady Agatha, Adele Belgarde as the Countess of Brockelhurst, Edmond Lowe as her husband, Burt Wesner as the Earl of Loam, John A. Butler as the Hon. Ernest Woolley and Thos. Chatterton as the Rev. John Treherne, with the remainder of the company equally well bestowed.

Empress Theatre.

The headline attraction at the Empress Theatre Sunday afternoon will be Al Lewis and the original company in "The New Leader," by the prolific writer Aaron Hoffman. A Sullivan & Considine European importation of note will be the nerve-tingling gymnastic novelty, "The Aeroplane Ladies," a spectacular aerial performance. A special feature is the return of the original rah rah boys, John Kenney and Frank Hollis with new rollicking songs, eccentric dances and curbstone confab. The synopated appetites of local theatre goers will be appeased in the appearance of the Cabaret Trio, three of vaudeville's cleverest entertainers in real "rag-time" songs and piano playing. Marvelous is the only adjective which adequately describes the skill of Wil-

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liam and Marion Wayte, who give an exhibition of boomerang, etc. Agnes Kayne, eccentric character comedienne, gives several character impersonations with appropriate songs, and Byrne and Ronay have won merited praise along the circuit with their dancing. Manager Sid Grauman has arranged an attractive musical and dancing treat in a spectacular offering called "Twenty Minutes at The Chicken's Ball." This presentation is elaborately staged with catchy music, late song hits, graceful dancing and several surprise conceptions. This attraction in addition to the regular bill makes up a strog show.

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Entered as second-class matter March 21, 1908, at the Postoffice at San Francisco, Cal., under the Act of Congress of March 3, 1879.

Captain George Brown went to Sacramento Wednesday to look after the firemen's interests in the Boyington Compensation Bill in behalf of the Scannell Club.

A press dispatch says seven persons were burned to death and fifteen others severely injured in a fire which destroyed the De Wilson Hotel at Malone, N. Y., Thursday morning.

The police department of this city contributed only \$1,509.50 for the benefit of their brother officers in the recent flood and fire districts of Indiana and Ohio, while the firemen of this department, to date, contributed \$2,005.50. Tell it to the cop.

Owing to the fact that a case was on trial in Judge Murasky's Court Thursday morning, the hearing on the petition of John R. Maxwell to restrain the Civil Service Commission from holding competitive examinations for first and second engineers in the fire department was continued until Tuesday, April 22. This makes the fourth continuance of the case.

The old Central Theatre, at Market and Eighth streets, was completely destroyed by fire at an early hour Wednesday morning. The efforts of the firemen were principally confined to saving adjoining buildings. The blaze is believed to have been started by crossed electric wires. The loss was confined to the value of the lumber remaining in the old structure.

Chief Engineer Murphy, speaking of the demonstration of the American-La France motor-driven combination chemical engine and hose wagon, held last Sunday in the Sunset district, stated the people as a whole were well pleased with the demonstration. He also stated he is desirous of furnishing the residents of the district with adequate fire protection in the way of modern apparatus.

Two of the American-La France motor combination wagons for the San Francisco Fire Department left the factory at Elmira, N. Y., the 5th inst. The third of these combination wagons, also a combination wagon for the town of Hillsborough, left the Elmira factory on the 9th. Accordingly, San Francisco will within the near future have a substantial ad-

dition to her motor fire apparatus equipment. The two American-La France motor chemical engines for the San Francisco department will be shipped within a few days.

Test of a Motor Chemical Engine.

Sunday last, under the direction of Chief Engineer Murphy and Superintendent of Engines Birmingham, a working demonstration of the utility and practicability of motor fire apparatus was given for the information of the residents of the Sunset district, with particular reference to the higher levels in the Forest Hill section at the upper end of Ninth avenue. An American-La France Type 10, four-cylinder, 70-horsepower single 40-gallon combination chemical engine and hose wagon was used for the demonstration. Starting from the quarters of engine company 22, Tenth avenue, the apparatus, fully loaded as for service, with the chemical tank charged and the usual complement of men and service equipment, made the run to the upper end of Ninth avenue in the commendable time of 1 minute 45 seconds. A test fire had been started at a point near the end of the run, and Chief Murphy had the alarm sent in to the company by phone. The regular equipment of horse-drawn apparatus and men left quarters at the same time as the motor apparatus, and the time required by them for the long, hard up-hill climb was 10 minutes, showing a difference of 8 minutes 15 seconds in favor of the motor apparatus. The demonstration was an unqualified success, and the possibilities and the additional protection that will evidently be afforded by this class of apparatus in the high levels seemed to be pleasing to the large gathering of residents and property owners that was on hand.

Full Company of Lady Firemen.

Speaking of suffragettes and votes for women, R. S. Chapman of the American-La France Company claims the unique distinction of having introduced into the San Francisco Fire Department the innovation of a full company of lady firemen. The American-La France motor apparatus for the demonstration in the Sunset district Sunday last came on the ground loaded brim full of lady voters as the guests of Mrs. Chapman, Mrs. Altizer and Mrs. Waight, all wives of representatives of the American-La France Company.

Arriving at the quarters of engine 22, the ladies were first shown through the house and given their first lesson in engine house domesticities by the courteous members of the company. All expressed unbounded admiration for the spick and span neatness and the tasty arrangement of everything connected with the place. At first some were inclined to think that special preparations had been made in contemplation of their visit, but such was not the case. The consensus of opinion seemed to be represented by the remark of one of the ladies to the effect that if she were not already married, membership in the fire department would be given serious consideration as being one of the desirable attributes

of a good husband.

At the conclusion of the demonstration at the top of the hill, after the company had "taken up," the ladies were loaded in the apparatus on top of the hose and sent back to quarters in the regular conventional fashion.

The Scannell Club.

We are pleased to announce the birth of the Scannell Club. It appears to be a very lusty youngster for its age. With an enrollment of six hundred and forty-eight members from among the fire laddies and a few civilians who have in the past proved their unselfish interest in the affairs of the fire department, this organization has had a most auspicious beginning. That day is not far distant when every member of the fire department will realize that his welfare and rights will be best safeguarded by joining this club.

With united and concerted action on the part of all the firemen much may be accomplished tending to make their vocations less onerous. Spasmodic efforts on the part of a few will not result in any permanent benefit.

The Dauntless Club of Buffalo; the Helmet Club of Chicago; the Russell Club of Boston and the Firemen's Mutual Aid Association of New York—all of these organizations have been instrumental in bettering the working conditions of their members. We hope that the existence of the Scannell Club may have a similar effect in this city.

The Best Obtainable.

Ashland, Oregon, has recently contracted for an American-La France motor combination wagon. This is the result of months of investigation by the Ashland authorities. Everything available in the field of motor fire apparatus was considered. An official representative of the city of Ashland recently visited San Francisco and neighboring points in this connection. He studied this class of apparatus in service in San Francisco, Oakland and other places and was given a number of practical demonstrations. Along with the rest he visited the shop at San Anselmo, where a commercial truck chassis is undergoing transformation into a motor combination wagon for another town in the state of Oregon. His official report on his return to Ashland was an unqualified endorsement of the American-La France as being the best obtainable motor fire apparatus.

Department Heads to Try Employees.

At the regular Monday night meeting of the Civil Service Commission, under the authority of Amendment No. 3, they drafted and put into effect rule 23, which concerns trials, dismissals and appeals. Under the new order all trials of civil service employees will be held by the heads of the departments, and if the defendant is not satisfied with the verdict he may appeal to the Civil Service Commission for a review of the testimony. Heretofore all trials were held by the Civil Service Commission.

Under the new amendment the commission is also authorized to review all payrolls of the city, and they must receive that body's approval before they can become effective.

Firemen Aid Families of Firemen.

The following is a list of contributions contributed by the members and employes of the San Francisco Fire Department to date for the benefit of the families of firemen who were sufferers from fire and flood in Ohio and Indiana:

Engine Company No. 22.....	\$47.00
" " " 23.....	47.00
" " " 2.....	43.90
" " " 13.....	43.40
" " " 6.....	42.70
" " " 39.....	42.50
" " " 4.....	41.35
" " " 29.....	40.45
" " " 30.....	36.50
" " " 12.....	35.75
" " " 3.....	35.00
" " " 16.....	34.50
" " " 17.....	34.15
" " " 5.....	34.00
" " " 35.....	32.75
" " " 43.....	32.00
" " " 36.....	26.50
" " " 19.....	25.00
" " " 9.....	25.00
" " " 14.....	25.00
" " " 15.....	24.50
" " " 28.....	24.50
" " " 45.....	24.50
" " " 31.....	24.00
" " " 7.....	23.50
" " " 41.....	23.50
" " " 21.....	23.00
" " " 1.....	22.00
" " " 42.....	21.50
" " " 24.....	21.00
" " " 25.....	20.00
" " " 27.....	19.50
" " " 11.....	18.25
" " " 26.....	16.50
" " " 33.....	16.00
" " " 34.....	16.00
" " " 20.....	15.50
" " " 37.....	15.50
" " " 32.....	14.00
" " " 40.....	13.50
" " " 8.....	12.00
" " " 38.....	12.00
" " " 18.....	11.00
" " " 44.....	11.00
" " " 10.....	10.00
Truck Company No. 10.....	50.00
" " " 8.....	47.75
" " " 12.....	39.60
" " " 6.....	29.50
" " " 1.....	29.00
" " " 9.....	28.50
" " " 7.....	25.00
" " " 11.....	24.50
" " " 2.....	22.00
" " " 3.....	20.00
" " " 4.....	19.50
" " " 5.....	17.00
Chem. Company No. 5.....	18.00
" " " 10.....	18.00
" " " 8.....	17.75
" " " 3.....	17.55
" " " 7.....	17.00
" " " 6.....	15.00
" " " 1.....	12.00

" " " 2.....	11.00
" " " 4.....	10.50
" " " 12.....	10.00
" " " 11.....	9.50
" " " 9.....	8.50
Fire Boat . . No. 2.....	78.25
" " " 1.....	42.00
Water Tower " 2.....	17.75
" " " 1.....	11.75
Water Battery No. 3.....	7.50
Corporation Yard.....	84.00
Battalion Chief J. Britt.....	7.50
Mr. Al. Leaf.....	5.00
Office Employees.....	12.50
Stable ".....	43.50
Department of Electricity.....	00.00
Hydrantman J. Winn.....	2.50
Total.....	\$2005.50

GEO. F. BROWN, Secretary.

Meeting of the Fire Commission.

We take the following excerpts from the Administrative Committee's report, which was approved by the Board:

The Mayor notified the Board that he is making an investigation of the controversy between the Fire Board and the Civil Service Commission.

L. Carney, of truck 5, who was suspended for addressing Chief Murphy in an insolent manner over the phone. After finding the action of Carney was unintentional, he was restored to duty without loss of pay.

Battalion Chief Radford submitted a complaint against Gabriel Cuneo of engine 10 for failing to report back to his company at the expiration of his meal hour, April 9. Deprived of one day's pay.

In the matter of Jos. Finn, engineer engine 22, asking that records be changed so as to allow him credit for time of service since Jan. 5, 1892, the date that he originally entered the service, instead of Dec. 23, 1893, as now shown on the records. Request granted.

The following transfers were granted to take effect on the 16th inst.: F. J. Hughes, from hoseman engine 41 to engine 23; John Breeu, from hoseman engine 23 to engine 26.

Acting Battalion Chief Sewell submitted a complaint against L. Wolters, engine, 22, for failing to respond to an alarm with his company on April 12. Wolters stated he failed to hear the bell, being fast asleep, and that his case being the only one in 16 years, he was only reprimanded.

From Lieut. Holmes of engine 4, asking that he be allowed salary for the month of February, amounting to \$18.25 for time off duty while under suspension for violation of the rules. Allowed salary for all the month of February with the exception of 14 days that he was deprived of pay for a violation of the rules.

Chief Murphy submitted a complaint against Ward Miller, hostler at the department stables, for violating the traffic ordinance while driving the department hay wagon, and stating he had reprimanded him.

Watchman H. E. Iburg, at the corporation yard, was allowed the privilege of living in Marin county on his days off during the sum-

mer months.

Chief Murphy submitted a copy of the rules to govern the annual vacations for the present year, and recommended that they be forwarded to the different companies of the department.

Captain Lawson of engine 6 was granted a leave of absence for ten days from the 16th inst., with permission to leave the city, on account of sickness.

Machinist Delany, at the corporation yard, was granted a leave of absence for a couple of weeks, with permission to leave the city, on account of sickness.

Carriage Painter David McKibben, at the corporation yard, was allowed salary for two days absent from duty during the month of December, 1912, on account of sickness, alleged to have been contracted while working at the corporation yard. In connection with this matter it was further recommended that no further claims for salary during sickness contracted prior to this date by employees of the corporation yard, whose salaries is fixed upon a per diem basis shall be considered.

Superintendent of Engines, Sam Bermingham, submitted a report upon the cost of coal used in the department, which was filed.

Calendar of matters submitted to the Board upon which no action was taken by the Administrative Committee, as follows:

In the matter of the report of President Hammer on the resignation of Robt. H. Lockyear, engineer in this department, under the rule of the Civil Service Commission, the secretary was instructed to write a letter to the Civil Service Commission that the Fire Board has no real objection.

In the matter of the extension of the Webb Motor Fire Apparatus Company until May 20 on its contract for motor-driven chemical, the same was referred to President Hammer, with full power to act.

The matter of reprimanding D. O'Donnell of truck 5, for assaulting Thomas Timmons of that company on March 17, is to be reconsidered.

Dennis J. Roche, certified by the Civil Service Commission from the eligible list for appointment as hoseman, was approved.

Resolution requesting temporary appointments for the month of May, 1913, where there are no civil service eligibles available. Approved.

Resolution temporarily appointing John R. Maxwell to the position of first assistant chief engineer, and James R. Layden to the position of second assistant engineer. Brandenstein and Hammer "aye," Pfaffle and Dillon "no." Lost.

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VOL. X.—NO. 23

SAN FRANCISCO, SATURDAY, APRIL 26, 1913.

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Firemen Are to Study and Exercise.

It is reported from Dallas, Tex., that Fire and Police Commission Louis Blaylock at an early meeting of the board of commissioners will advocate the adoption of a plan for the physical and mental development of members of the Dallas Fire Department.

The first recommendation of the commissioner will be that of punching bags, boxing gloves, horizontal bars, trapez swings, muscle developers and all sorts of gymnasium equipment be installed at every fire station. Setting up exercises will be held every morning under the direction of the captains and lieutenants in charge and the use of the gymnasium will be compulsory.

Mental exercise on the part of the firemen will be optional and not compulsory. A fixed set of educational reading including some lighter volumes of fiction and history will be compiled by the commissioner, who will seek advice from educators of Dallas. Examinations will be held regularly in order to determine the results of the men's studies and promotions will be based to a certain extent on mental qualifications of the men.

Besides the ruling regarding exercise on the part of the Dallas firemen, Commissioner Blaylock is contemplating several drastic changes in the department.

"The city should provide beds and mattresses for the firemen," the commissioner says. "The beds at all the stations are an eye-sore. While they are clean, they vary in size and in height. I am going to recommend the

purchase of uniform bedsteads and mattresses for installation in the various stations."

Another thing which is being studied by Commissioner Blaylock is for the city to pass an appropriation for the purchase of uniforms for the firemen. Probably the amount suggested will be \$45 a year per man. This system of purchasing uniforms is general in fire departments.

Chief Building Inspector Horgan of this city stated last week that on April 24 a crew of workmen under his direction will begin the removal, at the owners' expense, of all frame shacks within the fire limits. Horgan says that there are 240 shack buildings remaining out of the 1800 which formerly stood in the fire limits.

At Philadelphia, April 18, three firemen were killed and a dozen others seriously, some probably fatally, injured, when they were buried beneath a falling wall at a fire which destroyed the five-story candy factory of W. T. Westcott, near the center of the city. The dead men are Walter Costello, Henry King and Chas. Moritz.

At Oakland, April 19, fire which caused \$4000 loss to the Nippon Bazaar, 921 Washington street, cost Sam McKay \$20,000 in good securities and hard cash, according to the story he told the police.

At a recent meeting of the Fire Commissioners of San Francisco, an order was issued directing all employees of the pumping stations of the high pressure system to wear the regulation uniforms of the department.

Sacramento's \$300,000 Blaze.

A disastrous fire, which started in the Knox Lumber Company, Second and M streets, Sacramento, swept the lower portion of the business district early last Monday morning and entailed a loss of \$300,000. The blaze, fanned by a stiff south wind, soon spread to the adjoining lumber yards of Friend & Terry, and the two lumber plants were completely gutted before the fire department could respond to a general alarm. Huge flaming sparks were scattered broadcast by the wind and at 4 o'clock the entire block bounded by Front and Second and L and M streets was in flames. The block destroyed by the fire was occupied by a number of warehouses.

For awhile the sheds and freight warehouses of the Southern Pacific Company were in grave danger of total destruction and the officials of this company summoned hundreds of men to assist in soaking the endangered sheds and surrounding property with water.

Shortly after 4 o'clock the warehouse of the John Bruner Furniture Company caught fire and despite the fact that the building is of brick with metal doors and shutters, the flames swept throughout the structure. A number of the buildings consumed were of brick and metal, but were gutted because of the lack of men to fight the fire.

Hundreds of persons were forced to flee in scanty attire from adjacent lodging houses and hotel, but so far as known but one man, Martin Say, sustained injury. Say, a lodger, suffered a broken hip in attempting to escape from a burning apartment.

Meeting of Veteran Firemen.

The regular monthly meeting of the Veteran Firemen's Association was held at headquarters, 368 Fell street. There was present a full corps of officers, the directors and a large number of the members present. The routine business was rapidly disposed of. Bills to the amount of \$90.95 were ordered paid and the receipts of the evening was \$197. Two members were suspended for non-payment of dues and the names of two members were stricken off the rolls for like reason. Comrades Bell, Mooney, McAdoo, Farrell and Sheehan reported still sick. The deaths of Comrades J. B. Lawrence and Thomas Mahoney was recorded. Directors McDowell and Winter resigned as directors; the vacancies will be filled at the next meeting of the Board of Directors. The Picnic Committee reported that they had secured Schutzen Park for Sunday, May 25th, 1913; that they had secured a good union band of 24 pieces, with an assurance of the latest and best music, and that the program would far eclipse all previous ones. Several amendments to the laws were submitted, but were not adopted—one in particular was adopted, that was to increase the death benefit from \$75 to \$100, but owing to a slight technicality it will require another meeting to determine whether it becomes operative. The business being concluded, whist was indulged in and refreshments was served during the evening.

Infirmiry Fire Terrorizes 600 Inmates.

A San Leandro dispatch of April 19 says a fire in the building occupied by the heating plant and laundry house at the County Infirmiry shortly before midnight, caused terror among 600 patients, all of whom were taken out of the various wards by the nurses.

Those in most danger were thirty-two incurables in the building immediately adjoining the burning structure. They were in danger of being overcome by smoke and heat, but were rescued.

When it was seen that the fire had gained great headway, all efforts to save the building were abandoned and the efforts of the firefighters were turned to keeping the flames from

spreading to other buildings. The main building was saved with a stream of water turned on the side of the building nearest the heating plant. More than 100 patients were carried from this building.

In half an hour the fire had burned itself out. The loss was \$15,000.

The San Leandro Fire Department responded to the alarm, but before they arrived the patients had been removed under the direction of Superintendent C. A. Wills, Storekeeper A. Shedd and five nurses.

The fire is believed to have started from crossed electric wires. New machinery for the heating plant had but recently been installed. The building was a complete loss.

Fire Destroys Three Homes.

Early last Saturday morning, April 19, fire starting in a cottage at 617 Rhode Island street, this city, destroyed three small houses, causing more than \$5,000 damage and drove the three families into the street. The origin is not known, though crossed wires are believed responsible. The house at 617 Rhode Island street was occupied by George A. Shepper and his family; a cottage at 615 Rhode Island by the family of T. J. Mechell, and the house at 619 Rhode Island by T. Garlish.

The three families were forced to run out in their night clothing and little was saved.

A Scholarly Fire Horse.

The firemen of engine house 2, Pottstown, Pa., have a horse whose name is Tom and who is only 13 years old, but who could pass a high school examination, according to Captain Wm. Roof, his driver and professor, and the other men of No. 2.

Tom was interviewed recently by a newspaper reporter and his first "stunt" was to count the spots on a playing card, which he did by tapping off the number with his hoof. Captain Roof then engaged his charge in the following conversation:

"Did you make a run this morning, Tom?"

"Yes," nodded the horse.

"What number came in?"

"Forty-three," answered the big white beauty (tapping four times,

pausing, and then tapping three more.) "How many horses in the building, Tom?"

"One, two, three," tapped Tom.

"Then you're not a horse?"

"Nix," nodded the big animal.

"You're just like the chief and me?"

"Yep," nodded Tom, with a grin.

And he followed this information by saying he was German.

Picking up a newspaper, Captain Roof asked Thomas if it was a New York, Pittsburg, Latrobe, Cleveland or Philadelphia paper, naming over a long list of cities and towns, but Tom nodded "no."

"Is it a Johnstown paper?" asked the captain.

"Yep," nodded the animal.

Tom said it was a copy of The Democrat, and showed how he knew, by pointing out the heading. He also tapped out the date of the edition.

Tom then picked out Chief Keller from the bystanders, tapped out how many strangers were present and finished his demonstration with a dip into mathematics.

In a wise manner the big animal tapped out three rows of figures which Captain Roof had written on a blackboard. Then without hesitation he added up the columns, and once showed his displeasure when the captain put the total of a column on the wrong side.

Tuesday, April 15, at a joint meeting of the Fire Board with Trustees Eva and McCormick of San Mateo, an ordinance was approved to require all buildings of more than two stories to be provided with fire escapes. A state law to this effect already exists. The San Mateo Park Fire Company was admitted to membership in the Pcard with Oscar Boldemann as forman.

While assisting in rescuing seven horses and a colt from a burning barn in Oakland Sunday evening, Captain Agnew and Inspector Hopkins—the former was kicked in the abdomen, while the latter had his hand severely burned when the roof of the barn collapsed. Both officers were taken to the receiving hospital for treatment.

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Alcazar Theatre.

"The Woman," one of David Belasco's latest successes, is to be given its first presentation in a stock theatre next Monday evening and throughout the week at the Alcazar, with Chas. Waldron leading a carefully-chosen cast. No recently-launched play bearing the Belasco trade-mark has been received with more popular enthusiasm than this stirring exposition of political life in the national capital, as is attested by the fact that it ran a year on Broadway, six months in Chicago and a season on tour. Written by Wm. C. de Mille, "The Woman" fairly reeks of Belasco's incomparable stagecraft. All the action is laid in a Washington hotel, and much of it hinges on the refusal of the girl who presides at the telephone switchboard to expose a secret which means the making or breaking of a political leader and the preservation or ruin of a woman's good name. From start to finish the play is intensely gripping, the endeavor of the ringsters to break the girl's fortitude being one of the most powerful scenes ever staged. Mr. Waldron will be seen as Congressman Mark Robertson of New York; Louis Bennison as Congressman "Jini" Blake, Edmond Lowe as his son, Kernan Cripps (specially engaged) as Congressman Matthew Standish, Burt Wesner as Attorney Van Dyke, Roy Clement as Congressman Silas Gregg of Kansas, Thos. Chatterton as Congressman "Tim" Nelligan of Pennsylvania, Rhea Mitchell as the telephone girl and Clara Beyers as the woman in the case.

Empress Theatre.

"My Lady's Fans," an art posing invention which serves to depict famous fan paintings from the brush of Julian Dove, a celebrated Parisian artist, who has made a specialty of fan decorative work for society folk will be the headline attraction at the Empress Sunday afternoon. The La Vine-Cimeron Trio will offer a travesty of physical culture entitled "Imagination." Miss Marie Russell, who styles herself "The Belle of Kentucky," is the best impersonator of the dark brown variety of negro in vaudeville. Valentine Vox, Jr., vaudeville's artistic ventriloquist who

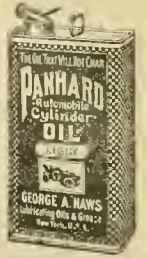
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made a big impression on his former visit will comedize himself into popular favor with the aid of his wooden dummy. A nifty and at the same time funny athletic act called "Fun on the Revolving Ladder," is another attraction that will elicit praise. The Pla Trio of operatic singers, all possessing good voices, promise a musical treat with a selected repertoire of classic and popular numbers. Campbell and Reno in a comedy-dramatic sketch entitled "A Rural Schoolmaster" and Twilight Pictures are other additions.

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Entered as second-class matter March 21, 1908, at the
 Postoffice at San Francisco, Cal., under the Act of Con-
 gress of March 3, 1879.

Senator Finn's bill providing that the State shall pay one half the maintenance of the San Francisco fireboats David Seannell and Dennis Sullivan has passed the Senate unanimously. It has the approval of the Board of Control.

At last week's meeting of the Fire Board Mayor Rolph submitted a copy of an article published in one of the daily papers relative to bills for coal furnished this department by the Western Fuel Co. being held up by the Auditor and requesting that he be furnished with an explanation of the same. It was recommended that Chief Murphy submit a report to the Board on this matter.

Edmonton, Alberta, has recently ordered two American-La France motor combination wagons. Nanaimo has also contracted for two pieces of the same apparatus. These sales, in conjunction with three of the same cars placed at Vancouver and one at Point Grey a few months ago, show a flattering recognition of American-La France merits in the British northwest. This is doubly significant in view of the fact that sales of American goods in that country are subject to a duty of 35 per cent.

In the temporary appointments of John R. Maxwell and James Layden as acting assistant engineers last week by the Fire Board, Commissioner Brandenstein stated the men discharged their duties in conformity with Civil Service rules and questioned the right of the Civil Service Commission in withholding salary for said temporary appointments. Commissioner Dillon suggested that the secretary be instructed to write a communication to the Civil Service Commission, asking that they empower the Fire Board to make temporary appointments for first and second assistant engineers, but being opposed by Commissioner Brandenstein.

Chief of Police White Thursday suspended the following members of his force, charged with "standing in" and receiving bribes for protection of bunco men of this city: Frank Esola, former detective and now patrolman; Charles Taylor, former detective and now patrolman; Arthur MacPhee, detective sergeant; James McGowan, detective sergeant; Jack Sullivan, former detective and now

patrolman; W. F. McHugh, former detective and now patrolman; Charles Josephs, patrolman, and Louis Droulette, former detective and now patrolman. The charges are to be investigated by the Grand Jury. The suspended officers claim there is no truth in the charges.

Argues for Physical Test Examination.

John T. Williams, attorney for Acting Assistant Chief Engineer Maxwell, who has petitioned the Court to restrain the Civil Service Commission from holding a competitive examination, painted a verbally glowing picture of sturdy firefighters dashing up ladders, with axe in hand, battering burning timbers and leading his men to thrilling victories over the fiery flames, in Judge Murasky's Court Wednesday.

The Daily News, referring to Williams' argument, contained the following, from which we quote:

"As Williams warmed up to his subject he looked as does a fire chief leading a forlorn hope, rescuing persons in a burning hotel.

"He exhorted the court to rule so that all of the firemen of San Francisco, from the man in the ranks to the chief, will be of the absolutely sound physical type that can fight on and on and on, till the last ember is out and the last person rescued."

The same paper says the examination does not call for a physical test, but Maxwell insists that this is a violation of the charter.

High Salaries Means More Efficiency.

From various parts of the country come the intelligence that members of fire departments are receiving or are going to receive increased salaries. This is a good sign and will naturally result in improvement in the efficiency wherever it occurs. Increase in salary has been in vogue in various other city departments, and there is no reason why the fire department should be made an exception to the rule. The increased cost of living is general, and to single out the members of the fire department as those to be exempt from such beneficiaries, shows a lack of appreciation of the most important of city servants.

The increases vary all the way from ten to twenty per cent, and it is worthy of note that while the chiefs have been the principal actors in making this request, they have invariably left themselves out of the question. In other words, the chiefs have been looking after the interests of their subordinates without regard to their own.

It stands to reason that the higher the salary the more earnestness and more interest will be shown in the service rendered by the fire department members, as it has the tendency to cause firemen to look upon the position with permanency, rather than one to afford them a living until they can obtain a position of larger income.

Fireman J. J. Gillespie died a hero's death in the collapse of two stores at 140 and 142 Whitehall street, Atlanta, Ga., last week. He had rescued six women from a part of the structure.

Fifty Seagraves in California.

The city of Salinas very recently purchased a Seagrave combination chemical and hose wagon. The Gorham Fire Apparatus Company are proud of the fact that this order makes the 50th sale of Seagraves in California, with the nearest competitor having secured about one-fifth that volume of business. This does not include the Gorham, or Seagrave pumping engines, of which there are 14 in California, with the nearest rival having two.

Contrasts in St. Louis.

In St. Louis it would seem that the members of every class of city employees are better paid than the firemen. These are on duty for twenty-four hours every day—except one in every six, which is the fireman's day off. Of the 24 hours he is allowed only three hours for his meals and a peep at his family. His salary, with time taken off for meals and his off day, is only a small fraction over 17 cents an hour, as against that of the average water works employe, with a salary of \$80 per month—a small fraction over 33 cents an hour for an eight-hour day. The contrast is at least suggestive—all the more so when the discomforts and dangers of a fireman's life are weighed in the balance against the safety and ease that accompany that of the water works employe.

A New Hose Holder.

A practical tool in fire fighting will soon win the favor of firemen. This is what the Sullivan Hose Holder has done. In these days of high pressure with large and powerful hose streams herculean strength is required to hold the nozzle. In fact, two men cannot guide a stream absolutely steady without other aid, and nothing has been devised that will assist the firemen to the extent that the Sullivan Hose Holder will. It doesn't matter where the pipeman has to go, this tool can be used with excellent effect. It is just the thing for ladder work. It is not a cumbersome tool and can therefore be handled with ease. Fire departments that have one of these tools commend it highly, and say they would not dispense with it.

Oakland.

The contention that any municipal employe, retired for disability before the legal age, may, if he recovers, resume his rank, though someone may have been appointed in his place, will probably be taken into court. City Attorney Ben F. Woolner and Harrison S. Robinson President of the Civil Service Board, and one of the framers of the charter, take opposite views. The disagreement has arisen over the appointment of a successor to George Macdonald, retired first assistant fire chief.

The proposed bill establishing a California Civil Service School for training city, country and state officials, has been endorsed by the Oakland Chamber of Commerce. That body has asked the Alameda County legislative delegation to support the measure. Telegrams have also been sent to chambers of commerce throughout the state, asking support. The bill provides for the appropriation of \$40,000 by the state for the establishment of a training school, directed by experts in civil government, in which governmental employes may receive, free, practical instruction.

Meeting of the Fire Commission.

We take the following excerpts from the Administrative Committee's report, which was approved by the Board:

From the Assistant Secretary to the Mayor, calling attention to the urgent need of installing a motor driven chemical company in the Ingleside district. Taken under advisement and the chief engineer directed to make suitable reply thereto.

From the Board of Supervisors, submitting a copy of a resolution adopted relative to the identification signatures on municipal pay checks. Filed.

From Battalion Chief Cook, submitting a report of the meritorious conduct of George Murray, hoseman fireboat 2, in rescuing a man from the waters of the bay on the 15th inst. Referred to the Committee for the Investigation of Acts of Valor for investigation and report.

From Battalion Chief Bailey, submitting a complaint against J. Woods, truckman truck 5, for failing to report to his company for duty at the expiration of a leave of absence on the 14th inst. Woods appeared before the committee and pleaded guilty to said complaint, and your committee recommend that he be deprived of pay during the time of his suspension.

From Wm. Jeffers, lieutenant engine 20, requesting that he be granted an extension of his leave of absence with permission to absent himself from the city, on account of sickness. Granted for one month from date.

From the chief engineer, recommending that the Board of Public Works be requested to have a hose rack built at the quarters of fireboat 1, for the purpose of drying out the 3½ inch hose used by that company. Approved.

From the chief engineer, submitting a copy of an order to be issued to engineer of engine companies relative to the blowing out of the boiler tubes of their steam fire engines. Approved.

From Jos. Wales, driver engine 42, requesting a leave of absence for two weeks, with permission to leave the city, on account of sickness. Granted.

From W. T. Steinmetz, Chief Alameda Fire Department, submitting the names of his first and second assistant chief engineers, whom he authorized to request the services of the fireboats in case of fire on the Alameda water front. Filed and the chief engineer directed to forward copies of the same to the chief of the Department of Electricity and officers of the department having control of said boats.

Your committee recommend the following amendment to the rules and regulations of the department:

RULE 27, SEC. 15 Whenever any member or employee of the fire department shall have been off duty on sick leave with pay for a continuous period of three months, he shall, at the expiration of such period of three months appear in person, or by representation, before the Board of Fire Commissioners for the purpose of due and proper investigation of the nature of his disability, and if it shall appear

to the satisfaction of the Board that his disability is due to some injury sustained or exposure suffered in the discharge of the duties of his position he shall be recommended to the Board of Fire Pension Fund Commissioners for temporary retirement during such disability, and until his restoration to physical capacity.

From Battalion Chief Boden, submitting a report of an accident whereby the pipe of water tower 2 was damaged by a wagon on the 21st inst. Your committee investigated the cause of this accident, and in view of the fact that the damage sustained was nominal and the occurrence purely accidental on the part of the driver of the wagon, we recommend no further action be taken in the matter.

From the Civil Service Commission, returning without its approval salary demand of Chas. E. Shay for difference in pay between hoseman and engineer from Feb. 1 to March 14, 1913, amounting to \$30. Filed.

From Acting Battalion Chief Sewell, relative to an injury received by L. Wolters, hoseman engine 22, while off duty on April 20. Filed.

From Jos. Ticknet, hoseman engine 32, requesting that he be granted a leave of absence for fifteen days, without pay, commencing July 1, for the purpose of transacting some personal business. Granted.

From W. P. Delany, machinist at the corporation yard, requesting that he be granted an extension of his leave of absence, with pay, on account of sickness. Granted to May 1, 1913.

Calendar of matters submitted to the Board upon which no action was taken by the Administrative Committee, as follows:

From the Webb Motor Fire Apparatus Company, requesting extension of time until May 20, 1913, on its contract for motor driven chemical. Extension granted to May 1.

Matter of reprimanding D. O'Donnell, truckman truck 5, for assaulting Thomas Timmons of that company on March 17; also his transfer to truck 8. Put over one week.

Matter of trial of Howard Holmes, lieutenant engine 4, for being under the influence of intoxicating liquor while on duty April 11. Guilty. Deprived of pay from day of suspension to day of application for pension.

From the Civil Service Commission, authorizing temporary appointments to non-civil service positions for the month of May. Approved.

From the Secretary of the Board, requesting authorization from the Board of Fire Commissioners for payment of the salary demands of members of this department who start on their annual vacations prior to the regular monthly pay day. Approved.

Resolution dismissing Dennis Quinlan as temporary gateman of the auxiliary high pressure system. Approved.

Resolution appointing George Andrews as temporary gateman of the auxiliary high pressure system. Approved.

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Saved Stephen A. Douglas from Flames.

A Chicago dispatch of April 22 recites how Stephen A. Douglas, the famous political opponent of Abraham Lincoln, the centenary of whose birth will be celebrated Wednesday, was saved from a fiery death on the day of his birth was made public for the first time in a letter received by the Chicago Historical Society.

The letter was written by Horatio L. Wait, master in chancery, who was a personal friend of the "Little Giant" in the '60's. John Conant, one of Wait's ancestors, who lived next door to the Douglas home in Brandon, Vt., is the man who saved the future statesman's life.

"The morning Douglas was born," the letter sets forth, "John Conant went to the Douglas home and as he entered the room Douglas' father was sitting in an armchair before an open fire with the infant in his arms. Just as Conant entered the father died suddenly of apoplexy, the infant rolled down into the fire place and Conant snatched him from the flames."

Confirmation of the story has been received from relatives of Douglas.

At the request of Commissioner Pfaffle, who is a committee on stables, the writer visited the fire department stables last week and through the courtesy of Superintendent Harris we were shown the various improvements since our last visit. The stable proper has been raised four feet and painted inside and out, a heater and sweating room having been added, a door cut in the rear for the accommodation of hay, which is a decided improvement. The superintendent informed us that he had the usual number of horses under his care, the incoming of motor apparatus so far seeming to make no perceptible difference. The men sleep in the stable every three weeks in order to answer all third alarms and are compelled to be on duty from eleven to twelve hours during the day.

As the Suffragettes were marching to Washington, they met a sister parade at Wilmington, Del. As they left Shellpot Park a fire engine, which was leaving its house, saluted them with several blasts from its whistle.

The rules of the New Orleans department prohibiting leaves of absence during the Christmas and New Year holidays has been repealed, as the department is now so well equipped that there is no reason for enforcing the old rule.

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VOL. XI:—NO. 24

SAN FRANCISCO, SATURDAY, MAY 3, 1913.

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Five Persons Burned to Death.

From the Call of April 26 we get the following particulars of last Saturday night's Presidio fire, in which five persons were burned to death:

Mrs. George H. Schall, wife of first class sergeant, United States Army Hospital Corps, was burned to death last night at the Presidio, and an unidentified body believed to be that of her mother was found in the ruins of the home in which they were trapped.

Two of the three children of the Schall's were also burned and the third child was missing at midnight, and it is thought it too is dead.

The children's names are Henry, 8 years old; Patsy, aged 4, and Joseph, aged 1. The body of the mother and of two of the children were recovered from the hot ashes of the home by the husband and father.

The woman was a paralytic. She was in the quarters with the three children.

Schall had gone to the Presidio hospital for medicine for his ailing wife. She was speechless and unable to move and could neither give an alarm nor escape with her little ones.

The Schall's lived in the non-commissioned officers' quarters in Tennessee Hall, west Cantonments. In the building with them lived three other families, a cook named Johnson and his wife; a civilian electrician named Younger, and Sergeant Rogers. They were away at the time of the fire.

Dr. A. Cade and Private Campbell saw the flames and gave the alarm, but before the post fire detail and the city department could reach the fire, the building was consumed.

When Dr. Cade, Lieutenant Murray and Private Campbell saw the flames, they rushed to the house, followed by several soldiers. They were met at the door of the quarters by the flames, which had entirely enveloped the interior. It was impossible for them to enter.

Schall had but a few months more to serve in the army.

His wife had been an invalid for but a short time.

The water supply at the Presidio was inadequate to combat the flames, and it is said that there was no water in the section where the fire occurred.

Schall was so affected by the terrible tragedy that it was feared his reason would give way and he was placed under guard of four men and taken to the hospital.

Across the street from the Schall quarters were the quarters of Captain Mitchell and Lieutenants Murray and Hammond, Sixth Infantry. These buildings were endangered, but were saved.

The detachment from the city fire department that handled the fire was under the direction of Battalion Chiefs Bailey and Russell.

Defective wiring is believed to have caused the fire.

An ordinance creating a special commission, which will co-operate with the fire chief and building inspector in revising present building ordinances, passed the Oakland City Council during last week. The commission will consist of an architectural engineer, an architect and a builder. The matter of recommending changes in the fire limits will be one of the duties of this commission.

Fire Prevention Day.

The Los Angeles Insurance and Investment News, speaking of Fire Prevention Day in a recent issue says:

It is near the beginning of the long season when things burn easily, and it is a good time, therefore, to clean up the rubbish and to get rid of the grass and weeds that have grown in the winter months. Vacant lots cleaned up now will stay clean all summer, and a city that is cleaned of rubbish at this time of the year will be immensely safer from fires for the remainder of the year.

Fire Prevention Day is a good day to observe.

The best way to handle this fire prevention movement will be to organize a state fire prevention society, and have it affiliated with the national body.

It is to be hoped that by next year that such an organization will be in existence in California, and that later we will have a fire marshal law.

Walla Walla.

Cries from an infant averted a serious dwelling loss last week, and probably saved the life of a sick boy confined in a room upstairs. A kitchen door had been left open near the range, and becoming overheated, burst into flames. The boy was near the stove while the mother was tending to the patient upstairs and at the sight of the fire screamed, thereby attracting the mother's attention. When she arrived in the room the flames were shooting up the wall, but prompt work of neighbors extinguished the flames.

Los Angeles.

The money raised by the two "Examiner" benefits for an emergency fund for the firemen will be handled by a Fire Pension Board, which has been formed for that purpose.

The draft of the new firemen's pension ordinance, which has been presented to the Fire Commission, provides a sum equal to one-half the salary of any fireman who is injured fatally while on duty, and also allows the payment of \$1000 to the widow, children, dependent parents, brother or sister of any fireman who dies after five years of service.

A feat which could not have been performed in 45 minutes by an engine drawn with horses was accomplished in nine minutes when the giant Gorham gas fire engine ran from Avenue Nineteen and Pasadena avenue to Oakley and Fair Oaks avenue in Pasadena, a distance of six miles, in that time and did effective work in extinguishing the flames at the home of F. E. Miller, pumping the water main dry in five minutes.

Last week the Fire Commission was petitioned to secure land in the vicinity of Vermont avenue and Hollywood boulevard for a fire house site. This petition was filed, as the Fire Commission has already made request to the budget committee for an allowance for a fire house in that district.

The Fire Commission also is considering the advisability of converting all horse-drawn apparatus in the fire department into moto-driven apparatus. At present fourteen out of the forty-two pieces of fire-fighting equipment are motor-driven, and Fire Chief Eley states that it is practicable to change all to this system.

Approval has been given by the Fire Commission to the plans of Fire Chief Eley for placing twenty-four new hydrants in the north and east parts of the city.

The department has formally accepted the two Gorham combined pumping engines and hose wagons which were tested recently. The report showed that each of these threw streams of more than 700 gallons per minute, which is above specifications.

Engine company 29, on the east side

of Western avenue, between First and Second streets, is now in service. The equipment includes one Gorham automobile, gasoline, combination pumping engine and hose wagon, with 1200 feet of 2½-inch hose and eight men.

Building Inspector Backus has reported to the Board of Public Works that while heretofore he has considered applications for the placing of fire escapes on buildings with the view of locating them at points where they would be of the most service for the area affected, he would hereafter insist, in compliance with a recommendation of Fire Chief Eley, that fire escapes be placed on the frontages of buildings. These are of direct advantage to the fire department in gaining access to buildings in cases of fire.

What They Wanted

Chief Kreger of the Tucumcari Fire Department, Victoria, B. C., writing to the Fire and Water Engineering of recent date, says:

"We have just purchased from the department of Hereford, Tex., its Seagrave combination chemical and ladder truck. We got a line on this machine through the advertisement in your paper. From the replies we received, you certainly got our wants well circulated.

Thanking you, we are

TUCUMCARI V. F. D.

F. KREGER, Chief.

S. BACHORACH, Sec.

Tucumcari, Tex., March 3, 1913.

Frequency of Hotel Fires.

It is a startling fact that nearly five hundred hotels have been destroyed by fire in the United States and Canada during the last two years. In some instances other properties have also gone down in the flames with the hotels. So numerous have fires been among hostelries that fire marshals of nearly every state of the Union have issued instructions to their inspectors to give more than passing attention to hotels and boarding houses for the purpose of obtaining whether or not they are equipped for fire fighting and to avoid means of ready escape in case of disaster. It would seem that such extra precaution would result in cutting down the number of fires of this class.

Seattle.

A hurry-up call for the downtown fire apparatus was turned in one day last week by an automobile which had gotten beyond control of the driver, and running on to the sidewalk, clipped off a light pole upon which was placed an alarm box. The driver of the car was arrested, but probably will be released because the assistant chiefs of the department cannot agree on the charge to be brought against him. He was originally charged with reckless driving, but upon showing that the car had gotten beyond his control, an attempt possibly will be made to bring the car to task for turning in a false alarm.

Salt Lake.

The Underwriters' Report says Fire Chief Bywater is greatly disturbed. The peace of mind of the chief has been broken frequently of late by mischievous boys, who think it great fun to see the engines turn out with the chief heading the procession. The new fire alarm boxes in the residence district have keys on the boxes and it has become a sport rivaling baseball in popularity to break the glass, get the key and turn in a false alarm. The chief is doing some detective work to find the guilty individuals and he promises active corrective measures if he can catch the culprits.

The City Trustees of Orange, Cal., have let a contract to the Gamewell Company for the installation of a fire alarm system to cost \$2155. Ten alarm boxes will be put in.

An ordinance requiring fire escapes on all buildings of two stories or more in San Mateo was read and referred at last week's meeting of the council.

The fire loss in Sacramento during 1912 was \$88,737.83, according to the report of Fire Chief Anderson. Two hundred and seventeen alarms were sounded during the year, sixteen of which were found to be false.

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Alcazar Theatre.

Charles Waldron will have a role to his own liking and that of the public next Monday evening and throughout the week at the Alcazar, for he is to renew his impersonation of Prince Karl in "Old Heidelberg," a character that contributed more than a little to his popularity when he first led Belasco & Mayer's acting corps. In the cast with him are all the members of the regular stock company and many specially-engaged people. A double quartet of male vocalists, well known locally, will sing the rousing student songs, and an unprecedentedly-elaborate pictorial production is promised. Aside from its pretty story and engaging characters, the play possesses a wealth of fascinating atmosphere which is chiefly maintained through the frolics of the nattily-uniformed collegians, with their choruses rich in harmony and melodious phrasing. "Old Heidelberg" is an everlasting epic of youth. Burt Wesner will be seen as Doctor Juttner, the Prince's tutor; Louis Bennison as Lutz, his valet; J. A. Butler as Graf Von Asterberg, a volatile student; Lee Millar as Keller-mann, steward of a student's corps; Roy Clements as Von Haugh, minister of state; Walter Belasco as the inn-keeper; Madeleine Louis as Kathie, his niece; Clara Beyers as Frau Rudèr, his wife, and Adele Belgarde as Frau Doennel, her aunt, with the remainder of the cast carefully chosen.

Empress Theatre.

At the Empress Theatre, Sunday afternoon, Miss Ida Fuller, assisted by a ballet of dancing nymphs, will headline the show with a spectacular terpsichorean and scenic fantasy in three parts, entitled "If." The noted classic dansense with her ballet will interpret several strikingly artistic dances in three different scenes, which are described as "Love's Awakening," "Nymphs of Niagara" and "Imps of the Inferno," the last showing the spurting of fire and flames. "The Mavor and the Manicure," Geo. Ade's refreshing and original slang classic, will be presented by a select company including Jas. F. Felton and Mattie Choate, two local favorites, in the title roles. An act that fairly teems with youthful exuberance will be offered by the Misses Arnette,

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Postoffice at San Francisco, Cal., under the Act of Congress
of March 3, 1879.

Judge Murasky's decision in the Maxwell case against the Civil Service Commission, which the judge has under advisement, it is thought, will be banded down either Monday or Tuesday.

At last week's meeting of the Los Angeles Fire Commission, the action of Fire Chief Eley in instructing members of the fire department to refrain from political activities on penalty of summary dismissal was approved by the Board.

A pungent paragraph writer in a recent magazine wants to know why every town loves its firemen, but says its policemen are no good. Well, for one thing, it's fun to run after the firemen, but it's no fun when the policemen are running after you.

A fireman's lot in the Sacramento, Cal., department is evidently not considered a happy one, although the pay is \$90 per month. There were only eight applicants for the recent examinations for admission. Of these two were from callmen and six from outside the department.

Unusual interest is manifested in the coming suit of the Tacoma firemen against the city, demanding that they be recognized under the eight-hour law. It is understood that should the firemen be unsuccessful, some of the captains and officers of the department will be removed as a result of their activity in the suit.

An exchange says if the 300 politicians' assistants in San Diego, Cal., who are expecting captancies (nothing less) in that city's fire department are favored as they hope and expect, the department will bear a strong family likeness to Artemus Ward's regiment, which was to be composed entirely of brigadier generals.

Last week an ordinance was presented to the Butte City Council restricting the use of motor-driven siren whistles to the fire apparatus, so that all will know the fire auto is coming when they hear the whistle sounded. There has been some complaint that private parties use the siren too generally and that thus the original purpose of the peculiar call is lost.

The city fathers of Berkeley are determined

to enforce the speed laws. Last week they adopted resolutions making the speed limit for fire apparatus twenty-five miles an hour in the city streets and only fifteen miles an hour in rounding corners. The resolutions will be posted in all the firehouses, and the drivers will be asked to keep tab on their speedometers when responding to alarms of fire. The new law, it is announced, "is to be enacted for the safeguarding of the public."

Chief Murphy last week reported that an injustice was done Arthur F. Bartmann, engineer of engine company 34, when he was cited to answer a complaint filed by Geilsdorf & Backman, accusing him of having failed to pay a debt due them. When Bartmann, who is a new appointee from the Civil Service eligible list, appeared before the chief, to whom the complaint had been referred for investigation, the discovery was made that he was not the Bartmann who contracted the bill.

Scannell Club Elects Board of Directors.

The Veteran Firemen's hall at 368 Fell street was a veritable hive of industry for several hours on Saturday, April 26. Many firemen who were off duty on that day assembled there to assist in counting the ballots cast in the election for Board of Directors of the Scannell Club.

With a total vote of six hundred and twenty-five ballots cast and sixty-seven candidates to be voted on, their task was not a light one. Three and one-half hours elapsed before the last ballot was counted and the result ascertained.

Notwithstanding the large number of candidates, Alexander George received a vote of more than ninety per cent of all ballots cast. The vote for the twenty-five highest candidates, the first nine of whom were elected, is as follows:

1. Alexander George.....	570
2. George F. Brown.....	491
3. Samuel J. Spear.....	463
4. Willis E. Gallatin, Jr.....	439
5. Charles J. Brennan.....	379
6. Frank L. Smith.....	262
7. Eugene Mulligan.....	250
8. Joseph Dolan.....	240
9. William S. Siewert.....	233
10. Dennis O'Donnell.....	157
11. John Conroy.....	115
12. William J. Conroy.....	115
13. Joseph Canning.....	99
14. Michael F. Hannan.....	99
15. James L. Shanahan.....	93
16. Frank Lerman.....	80
17. William F. Wedemeyer.....	78
18. William J. Bannan.....	72
19. Eugene Valente.....	72
20. William M. Gill.....	71
21. Dennis O'Connell.....	59
22. John J. Kenney.....	55
23. Vane T. Long.....	54
24. John E. Gavin.....	50
25. Edward O'Malley.....	50

Last week, at Pasadena, the paper Mrs. Robert Duncrn lighted to singe the pin feathers of a chicken set the house afire, burning it to the ground and causing an estimated loss of \$3000.

Bursting of High Pressure Main.

The bursting of a high pressure water main in O'Farrell street, between Stockton and Powell streets late Tuesday afternoon, caused a big section of the street to cave in and a flood scene in which men and horses were forced to hustle and flee for their lives, and in which the rush of water resembled that of a roaring torrent, was afforded. The cave-in was in front of the double lot that is to be occupied by the Anderson theatre. The sidewalk and the street as far as the car track slid into the depression, carrying two empty automobiles and an express wagon with them.

The rush of water flooded the lot so that the rescue of the express wagon horse and two others was difficult. Wm. C. Little, 2404 Post street, left one of the automobiles just before the break. The other automobile was owned by G. M. Anderson. Hugh Hart, the express wagon driver, jumped from his wagon to avoid being caught.

Around the Bay Cities.

[Special Correspondence.]

Fire of a mysterious origin started in the residential district of Berkeley Thursday morning, May 1, and caused a loss of \$10,000. When the fire department arrived the Rowe residence on Panoramic Way was blazing fiercely. Three alarms were turned in and all companies responded, and by hard fighting managed to save the adjoining residences. Several fires have occurred in this neighborhood lately, and the cause in each case has been a mystery. Chief Kenney and the police are investigating the matter.

The Seagrave combination hose and chemical has been delivered to the Richmond department, and after the test was turned over to company 2. The members of the company then gave a banquet, which was attended by the City Council and members of company 1.

Chief Murphy of Stockton was the guest of Chief Steinmetz of Alameda last week.

The Oakland Tribune of April 17 says that the Alameda Fire Department is vastly superior in point of efficiency to the Los Angeles organization was the statement of Mrs. L. R. Hill of 1400 San Jose avenue, following the putting out of a fire which for a few moments threatened her home. The statement was prompted by the efficient action of the firemen, not only in extinguishing the blaze in the roof of her home, but in caring for the chemical spilled, mopping up the fluid and thereby saving the discoloration of the plaster, the ceiling and walls. The property is owned by Mrs. Ida A. Traveller. The occupant, Mrs. Hill, stated that she had been in three fires in Los Angeles, and had been burned out in each one. The damage will amount to \$50, fully covered by insurance.

Last week's Underwriters' Report, commenting on the recent \$100,000 Sacramento fire, stated that the fire department had a long struggle with the blaze, being handicapped through lack of water. The new engine at the Second street station was attached to a hydrant at Second and M, but within a few minutes sucked the hydrant from the ground, breaking the connections and causing the loss of a large quantity of water.

Meeting of the Fire Commission.

We take the following excerpts from the Administrative Committee's report, which was approved by the Board:

From the Board of Fire Pension Fund Commissioners, advising that Henry Welch, hoseman engine 26, has been retired on pension from physical disability, to take effect from March 20, 1913. Filed.

From the Board of Public Works, advising that the request for the installation of a hose rack at the quarters of fireboat 1 has been referred to the Superintendent of Public Buildings. Filed.

From the Superintendent of Engines, recommending that the Board of Public Works be requested to have three pits dug in the machine shop of the corporation yard for the purpose of facilitating the repairing of motor-driven apparatus of the department. Approved.

From the Superintendent of Engines, recommending that the matter of providing funds for the payment of overtime to mechanics at the corporation yard during the ensuing fiscal year be referred to the Finance Committee of the Board of Supervisors for favorable action. Referred to the Board for action without recommendation.

Complaint against Thos. B. McCarthy, hoseman engine 16, for failing to pay a debt of \$36 due Eugene McCoy for necessities of life. McCarthy appeared before the committee and agreed to make satisfactory arrangements for the payment of this claim, and your committee accordingly recommend that the complaint be dismissed.

From the Secretary to the Mayor, submitting a communication from Colonel Gardner of the Presidio military reservation, expressing appreciation of the services rendered by this department at the fire at the Presidio on the 26th ultimo. Filed.

From the American-La France Fire Engine Company, requesting an extension of time until May 20, 1913, on its contract with the department for furnishing two motor driven chemical engines. Referred to the Board for action without recommendation.

From the Board of Supervisors, submitting a copy of Resolution No. 744 of the Board, directing that the fire department replace the electroliers destroyed by its apparatus. In the above matter your committee desires to report that an investigation of the accident whereby the electrolier at Post and K-ary streets was broken by the water tower on the 24th ultimo, resulted in the fact that the accident was unavoidable on the part of the driver, and we recommend that a communication be forwarded to the Board of Supervisors advising of the facts in this matter and requesting information as to what funds at the disposal of this Board that may be legally applied for the purpose of restoring the electrolier in question.

From E. J. Phipps, hoseman water tower 1, requesting that he be granted a leave of absence for thirty days, with permission to leave the city, on account of sickness. In

view of the fact that the above applicant only finished his probation term in the department a few months ago, your committee does not desire to make any recommendation in this case and accordingly refers the matter to the Board for action.

From the Board of Public Works, stating that it is the intention of that department to dispense with the services of the inspectors and engineers connected with the auxiliary high pressure water system after May 1, 1913, and stating that it will therefore be necessary to turn the system, consisting of approximately 72 miles, over to this department. Also submitting a copy of the report of the City Engineer on this subject. In connection with this matter the Chief Engineer reported that in view of the shortness of time for action in this matter he had forwarded a communication to the Board of Public Works requesting that they retain the necessary employees until the beginning of the next fiscal year, when provision will be made for the same. Action of the Chief Engineer approved.

From Maurice Barrett, driver chemical 9, requesting that he be allowed a leave of absence for thirty days, without pay, commencing July 5. Granted.

From T. J. Harrington, lieutenant truck 5, requesting that he be granted a leave of absence for thirty days from May 1, with permission to leave the city, on account of sickness. Granted.

Calendar of matters submitted to the Board upon which no action was taken by the Administrative Committee, as follows:

From the American-La France Fire Engine Company, requesting an extension of time until May 20, on its contract for two motor driven chemical fire engines. Approved.

From the Superintendent of Engines, requesting that provision be made for the payment of overtime for employees of the corporation yard, and that same be submitted to the Finance Committee of the Board of Supervisors. Communication not to be sent.

From F. J. Phipps, hoseman water tower 1, requesting that he be granted a leave of absence for thirty days, with permission to leave the city, on account of sickness. Put over one week.

From the Webb Motor Fire Apparatus Company, requesting an extension of time until May 20, 1913, on its contract for motor driven chemical. Put over one week.

Matter of reprimanding D. O'Donnell, truckman truck 5, for assaulting Thos. Timmons of that company March 17; also his transfer to truck company 8. Brandenstein, Hammer and Pfaffle "aye," Dillon "no."

Receiving of bids for fifteen sets of telescopic harness hangers in accordance with resolution passed by the Board on March 28. Referred to Administrative Committee.

From the Civil Service Commission, calling attention to Civil Service Rule 19, covering reports on probationers. Referred to Administrative Committee.

Subscribe for the PACIFIC FIREMAN.

Thought He Won the Capital Prize.

Captain Lerman at the phone,—"Is that you, Captain Kenneally?"

"Yes. What can I do for you?"

"Have you got the list?"

"Yes."

"Can you tell me what number won the capital prize?"

"Yes; it was number 1010." Kenneally being aware that Lerman had purchased ticket 1010, thought it would be a good joke on Lerman to make him believe he had won the \$2,500 prize.

Lerman immediately called up Battalion Chief Russell, telling him he'd like to get a day off, as he had some very important business to attend to.

Chief Russell told him to go ahead and report for duty on the following morning.

While Lerman was changing his clothes to go down town to draw his \$2,500 the list arrived at quarters, and to his amazement he found it was all a mistake; that Kenneally had put one over on him.

It took Lerman almost an hour to get in touch with Chief Russell, when he informed him that he thought his important business could wait, requesting the chief not to report him off, which Russell good naturedly granted.

The joke has got out among the houses and Lerman is still busy explaining how Kenneally put it all over him.

Ripples Was Too Rough.

Secretary Kennedy of the Fire Commission, accompanied by Dr. Cooney, Tom Hickey and the chief of the St. Helena Fire Department, left last Friday, April 25, for a three-day fishing trip in the wilds of Mendocino county. When asked how many trout they bagged Kennedy claimed the ripples were too rough. From the way the secretary grinned when questioned, it wasn't the ripples, but whatever the reason, he failed to divulge.

Firemen should acquire the fixed habit of presenting always a neat and cleanly appearance to the public as well as in quarters. It not only creates a favorable impression, but begets a sustaining self respect. It is scarcely reasonable of a man who does not respect himself to look for much consideration from others. It is not the cost of clothing, but the scrupulous care of it that counts.

The American-La France Fire Engine Company of California have moved from 660 Mission street, to the Greenwood Building, 151 New Montgomery street, between Mission and Howard streets, where they have large and commodious quarters.

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PACIFIC FIREMAN



VOL. X. — NO. 25

SAN FRANCISCO, SATURDAY, MAY 10, 1913.

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Pity the Insurance Man!

If any of our readers has a large supply of pity on hand and nobody in particular to give it to, we suggest that he present some of it to the insurance companies—they need a lot though they don't deserve any.

They have reached the place where not only firemen and fire commissioners and magazine writers say that their methods are responsible for much of our fire loss, but a Grand Jury, made up of men who pay fire insurance, after hearing much evidence and after careful deliberation, has found that the fire insurance companies invite fraud by accepting "rotten risks," by openly over-insuring and by carefully refraining from fighting claims based on suspicious fires.

The Chicago Grand Jury tells the companies, in effect, that one of the pillars supporting the great and wealthy business of fire underwriting is arson, and that they connive for their own profit at the operations of fire bugs.

This is surely a very terrible charge to make against the wealthy and eloquent gentlemen who are the big figures in the insurance world. It is not the business of the fire insurance magnates to be made the objects of charges of this sort, but it has been emphatically their business to address charges of carelessness against the public, of inefficiency against fire departments, to make speeches on Fire Prevention Day—and in the meantime to wink their tear-bedimmed eyes at the arson which their own methods foster. It is plain, therefore, that their

present plight makes them fit subjects for pity—or something else not quite so soft. — Firemen's Herald.

Drug Company Fire.

Last Tuesday morning a fire at First and Mission streets caused considerable excitement. The blaze was in the office of the Emerson Drug Company, on the fourth floor of the Shawmut Building, 517 Mission street.

A small oil stove in the center of the room was accidentally upset and the oil, spreading over the floor, caught fire. An employe tried to open the window and throw the stove out, but was prevented by the flame surrounding it. By this time the flames had reached the woodwork and furniture in the office. Ralph Strohmeler, a lad of about 16, turned in the alarm. Only prompt response by the department and quick work by the men prevented a serious blaze.

The loss, aside from the furniture, including destruction of many of the accounts and books of the company.

Berkeley.

Wm. Rowe of Berkeley, at the request of his parents, was held last week by Fire Chief Vollmer, pending an investigation of the fire which destroyed the Rowe home, 58 Panoramic road, one day last week. Rowe was seen in the vicinity of the fire an hour before the alarm was turned in. He was fully dressed. It is reported this is the fourth of a number of mysterious early morning fires which have occurred within the last few months, and it is believed that young Rowe may be able to throw some light upon their origin.

Last Sunday Morning's Blaze.

Last Sunday morning, early, a fire in the dry color warehouse of the R. N. Nason Paint and Color Works, Fifteenth street and Potrero avenue, gave the fire department a stubborn fight for more than an hour and threatened the entire block of paint and oil factories.

The fire started simultaneously in the oil filling room and in a large tank of refuse on the sidewalk, apparently from spontaneous combustion, though the owners could not account for the fire starting in two places.

Hundreds of cans of kerosene were destroyed, the oil igniting under the feet of the firemen and driving them back repeatedly. A series of explosions threatened to spread the flames to the adjoining factory of the Tanm & Nolan varnish works.

Butte's Fire Tower.

The Underwriters' Report says the members of the Butte Fire Department are busily engaged in completing the fire tower at the Quartz street station. Five of the seven stories have been completed and the men are now on the sixth. The tower will measure from the sill to the top, 77 feet 6 inches, and will be the highest of its kind in the Western States, all others being but six stories. The tower will answer the same purpose as a gymnasium and give the men much needed practice at rope, life and ladder work, so that in case of a fire in a tall building they will have no trouble reaching the top stories. The "life gun" will also be used. This shoots a rope to any desired point, and is intended to enable persons in a burning building to reach the ground.

The Two-Platoon Agitation.

The present year appears likely to be marked by a great deal of activity on the part of the advocates of the two-platoon system in fire departments.

In Iowa, in addition to a bill on the subject which is to be presented to the State legislature, the Des Moines adherents of the change have secured a largely signed petition which is to be presented to the City Council. If that body declines to adopt the necessary ordinance, then it is said to be their intention to demand a special election.

The Massachusetts legislature will consider a bill providing for the submission of the two-shift plan to the voters in cities of 40,000 and over at the next State election. This proposed measure is probably due to the success of the one-day-in-five referendum, under which 27 Massachusetts cities have granted the relief asked. Also, a bill having the support of the mayor was to be presented this winter to the New York State legislature providing for the installation of the two-platoon system in the Yonkers Fire Department.

In other States, notably Ohio and Oklahoma, two-platoon activity also appears probable.

In Lincoln, Neb., those who favor the change are hopeful that they will succeed this year, as Omaha did six years ago.

Hose Salesmen Must Keep Away.

A motion has been passed by the Council Bluffs, Ia., City Council, providing that no representatives of fire hose companies be sent to that city when the 2,000 feet of hose needed is purchased. The proposer of the motion contended that it must cost the manufacturers a good deal of money for traveling and entertainment expenses to send their salesmen to get contracts, and that this money must, in the end, be added to the price of the hose.

The motion is to the effect that it be stated in the advertisements calling for bids that all samples of hose be sent by parcel post and that no representative of the company forwarding the sample should come to Council Bluffs.

Alcazar Theatre.

"A Tale of Two Cities." adapted from Charles Dickens' imperishable story of London and Paris during the French revolution, is to be started on a one-week run next Monday evening in the Alcazar, with Charles Waldron as Sydney Carton and Miss Justina Wayne, one of America's most capable and experienced young leading women, specially engaged for the acting role of Mimi. All the members of the stock company and a number of extra players will round out the cast. Alcazar patrons need not be told that Mr. Waldron is eminently qualified to give the complex character of Carton an impressive interpretation, but it may not be amiss to state that Miss Wayne is equally well adapted by physique and temperament to faithfully portray the little seamstress, that which no more pathetic figure was ever drawn.

Empress Theatre.

Slayman Ali's Hoo Loos troupe of eleven swift and intrepid Arabian acrobats will topline the new program that opens at the Empress Theatre Sunday afternoon. Mr. & Mrs. Mark Murphy, the evergreen favorites, will divide headline honors with the Arab troupe with their latest Irish comedy, "The Coal Strike." Vilmos Westony, the only living Wagnerian pianist, will offer a large repertoire. Marie La Varre, a radiantly beautiful French comedienne comes from the Folies Marigues, Paris, with songs and surprises. Ernest Rackett, the "Richard Carle of Vaudeville," will dish up some unctuous comedy. Hall and Clark are gymnasts of unusual cleverness. Their feats are performed with style and finish. Shields and LePont, the elite entertainers, are among several other features.

The Los Angeles City Attorney has been instructed to draft ordinances necessary to carry out the two charter amendments approved recently by the people, providing for the establishment of relief and pension funds for the fire and police departments.

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Entered as second-class matter March 21, 1908, at the Postoffice at San Francisco, Cal., under the Act of Congress of March 3, 1879.

The firemen of Alameda are now wearing the regulation blue uniform, having discarded the olive-drab heretofore worn. A \$1,000 death benefit has been paid to the widow of the late fire chief Fred K. Krauth.

The Fire Commission Friday approved and ordered spread upon the minutes a communication from the tenants of the Malta Apartments, commending the department for the efficient services rendered at a fire April 26, in which Battalion Chief Murphy is highly commended for his ability in handling the fire. A copy was ordered forwarded to him.

The latest reports from St. Joseph's Hospital concerning Lieut. Lavaroni's injuries is anything but assuring. The doctors state he is suffering from a broken hip, a broken arm, and a broken pelvis bone, and are not sure, as yet, that his skull is not fractured. An x-ray was used Thursday to locate any other injuries he might be suffering from. The chances are if he pulls through he will be a cripple for life.

In the way of real fire news, which should prove of more than passing interest, not only to the members of the department, but to every school boy and girl of San Francisco, that great authority on fire matters, Fire and Water Engineering, in its issue of April 30, says: "As Fire Chief Sullivan of San Francisco, Cal., is moving in the direction of organizing a dynamite squad, the Fire Commissioners have asked the Supervisors of the city to allow a selected crew of firemen to take part in dynamiting the foundation of the old city hall, on the ground that it would be good practice for them."

Underwriters' Report says owing to lack of facilities for holding life saving drills in the Oakland Fire Department, a request for a practice fire drill tower has been embodied in the next budget by Fire Marshal Ball. The proposed practice tower will be sixty feet high, and planned to represent a six story apartment house. The firemen will be taught how to use scaling ladders and rescue people. Ball also asks for another automobile, aero hook and ladder truck, automobile tractor for use at the Santa Clara fire station, an automobile chassis for the hose wagon at the same station, and two automobile pumping engines.

Plea for The Firemen

Under the above head, a writer in a recent issue of the Daily News, signing himself "J. T. P." says:

"I see where the San Francisco firemen have formed a club to fight for their rights. That, I think, is very good. As a citizen and a strong democrat, I believe the public should give these men the two-platoon system. If this city can afford to give the police department, after July, one day off for each man a week, I cannot see why it should not devise some way with the fire department of giving two shifts in 24 hours, and one day off in seven or even ten days.

"I am sure our mayor and supervisors could devise some plan and present it to the voters at the next election, asking the voters to reconsider the two-platoon system. It looks rather ridiculous to see two bodies under civil service, one where the men work 120 hours before they are off duty and the other where the men work eight hours and are then off 16. One (police) strolls along at his duty, getting fresh air, seeing new things, while the other (fireman) is caged like a monkey. When he gets up in the morning at 5:45 (if he is not on watch) he cleans the stable, the horses, trucks, brass work and sweeps up—that is if he doesn't go to the drill tower. When the bell hits a fire he's off to save property and life and returns wet and worn out. He must then clean everything, no matter how late or how tired he is, before he can change his wet clothes.

"Does the public know that the fireman sleeps with his clothes on. This is what the public calls a snap. Is it justice to have one force given better hours than another?"

Scannell Club Elect Officers.

At a meeting of the Directors of the Scannell Club, held in the Veteran Firemen's Hall April 29, the following officers were elected:

President, Alexander George; First Vice-President, Willis Gallatin, Jr.; Second Vice-President, Eugene Mulligan; Secretary, Chas. J. Brennan; Treasurer, Samuel J. Spear.

A committee on constitution was appointed, composed of Directors Gallatin, Spear and Dolan. The initiation, fee, together with the first month's dues, was fixed at fifty cents, payable on May 1; and it was determined that the dues thereafter should be fifty cents per month.

Edward Gallatin was appointed financial agent, and members are requested to pay their dues to him when he calls.

The injuries of Lieut. Lavaroni of engine 17, received while fighting a blaze on the second floor of the American Type Foundry at 820 Mission street, last Saturday night, was thought at the time would prove fatal. He was hurried to the Central Emergency Hospital, but later was taken to St. Joseph's.

The lieutenant was tearing his men into the thick of the fire when he crashed through a window and dropped to the sidewalk below. He received deep cuts about the face and arms from broken glass and internal injuries.

Hillsborough's Fire Marshal.

In discussing the appointment of Walter A. Grant, for many years a prominent member of the San Francisco Fire Department, as Fire Marshal of Hillsborough's municipal colony, the Examiner of Thursday says:

Hillsborough, the municipal colony of aristocrats, which in the last four years has lost more than \$1,000,000 through fires, is installing the most perfect fire system that can be devised.

Under the direction of Walter A. Grant, a professional fire fighter, who has been appointed Fire Marshal by the city fathers, the employees of the various estates will be drilled weekly in the work of extinguishing flames. A miniature fire house will be erected on each of the larger Hillsborough estates in which the requisite apparatus will be provided.

Grant's scheme is comprehensive in scope, as several of the Hillsborough estates each employ more than fifty men. "New Place," the peninsula residence of Wm. H. Crocker, steadily gives employment to about sixty men. Chas. W. Clark's ranch, known as "El Palomar," has an equal number of men on hand. The Eugene de Sahle residence, which is undergoing extensive improvements, furnishes employment to several score.

Grant figures that it will take him about six months to perfect his system of fire protection.

The Burlingame Country Club, the Jos. D. Grant place, the A. L. Stone residence, the Chas. W. Clark place, and the Thomas A. Driscoll house are among the places visited by fire in the last several years.

Relief for Dayton Fire Department.

Hon. James Rolph, Jr., Mayor of the City and County of San Francisco.

Dear Sir:—I hereby present you with a draft to the amount of two thousand and eight dollars and fifty cents (\$2008.50), which amount was subscribed by the members and employees of the San Francisco Fire Department and which I, as collector and secretary thereof, desire to have forwarded through your office to the Mayor of Dayton, Ohio, and by him transferred to Frank B. Ramly, chief of the Dayton Fire Department.

It is the wish of the subscribers that the money be distributed amongst the members of the Dayton Fire Department who suffered losses there during the recent fire and flood, by Chief Ramly, in the proportion that he may deem just and equitable; preference being given to widows and orphans, if there be any.

Very truly yours,

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Meeting of the Fire Commission.

At a meeting of the Fire Commission, held May 9, we take the following excerpts from the Administrative Committee's report, which was approved by the Board:

From the chief engineer, recommending that the Spring Valley Water Company be requested to install fire hydrants at the following locations: S. E. corner Santa Rosa and Alemany avenues; S. E. Bush street and Burdette Place; west line of Stockton street, 250 feet north of Bush; S. E. corner Thirteenth avenue and Lincoln Way; S. E. corner Twenty-sixth avenue and Lincoln Way; S. E. corner Thirty-fourth avenue and Lincoln Way. Approved.

From Baldwin & Howell, requesting that a fire hydrant be installed at Alemany and Santa Rosa avenues. On the recommendation of the chief engineer your committee recommend that the Spring Valley Water Company be requested to comply with the above.

From the tenants of the Malta Apartments, commending the department for the efficient services rendered at a fire on April 26. Filed and a copy forwarded to Battalion Chief Murphy.

From the first assistant chief engineer, submitting a list of members of the department who have been off duty on sick leave for the past three months or over. Recommend that said members named in this report be cited to appear either before the Board of Fire Commissioners or before the Administrative Committee for examination, as may be determined by the Board.

From the Board of Public Works, relative to the retaining of certain inspectors and engineers connected with the high pressure auxiliary high pressure water system. Filed.

From James J. Woods, truckman truck 5, tendering his resignation as a member of the department. Accepted, to take effect from date.

From Battalion Chief Boden, submitting a complaint against James Collins and Joseph O'Brien of engine 29, for quarreling. After an investigation of this matter your committee find that the matter was not serious enough to warrant any action other than to admonish said members and accordingly recommend that the complaint be dismissed.

From the chief engineer, submitting a report from Battalion Chief Boden, relative to the efficient duty performed by members of the department at the fire at the establishment of R. N. Nason & Co. on the 3rd inst., and recommending that each member that worked at that fire be granted a leave of absence for twenty-four hours with pay. Approved and said members allowed such leave after the annual vacations have terminated.

From Battalion Chief Boden, reporting that Samuel Nelson, driver truck 8, met with an accident while off duty on May 4. Filed.

From Battalion Chief Britt, submitting a report of an injury sustained by John Lavaroni, lieutenant engine 17, while working at a fire on May 2. Filed.

From the chief engineer, reporting that the headquarters of Battalion Chief Cook

have been changed from 128 Jackson street to the quarters of engine company 1. This change was necessitated by the leasing of the former headquarters, and recommending that the Board of Public Works be requested to have the frame building on this site torn down, as it is within the fire limits. Approved and so ordered.

From the Industrial Accident Board of the State of California, requesting that this department submit reports of all accidents to members or employees where the disability is of over seven days duration, dating from January 1, 1913. Recommend that this matter be referred to the City Attorney for an opinion as to whether the Act under which the Industrial Accident Board was established and the provisions thereof would apply to members or employees of this department.

From the Superintendent of Engines, submitting a complaint against B. A. Davis, watchman at the corporation yard, for absents himself from duty without permission on May 2. Charges filed.

Your committee recommends that the City Attorney be requested to furnish an opinion as to whether a written resignation of a member of this department is self operative, in its terms it contains no limitations or conditions, or whether it is necessary for this Board by proper resolution or otherwise take formal action on the acceptance of the same.

Your committee further recommends that the following rule governing the Board be adopted:

Whenever the Administrative Committee makes any recommendation with respect to the action which it deems should be taken by the Board of Fire Commissioners on the conduct of any member or employee of the department, such member or employee shall be notified by the Secretary of the Board to be present at the session of the Board at which such recommendation shall be submitted.

The following leaves of absence were granted without pay: Captain Muldowney, 15 days; Edward Downs, 15 days; Chas. B. Rogers was granted an extension of his leave of absence for one month, commencing on the 8th inst., with permission to leave the city, on account of sickness; J. A. Lewis, 15 days.

Calendar of matters submitted to the Board upon which no action was taken by the Administrative Committee, as follows:

From J. A. Phipps, water tower 1, that he be granted a leave of absence for 30 days, with pay, on account of sickness. Granted.

From the Webb Motor Company, requesting an extension of time until May 20 on contract for motor-driven chemical. Granted.

Receiving of bids for 2000 feet of one-inch rubber fire hose. Approved.

From Gorham Engineering Company, regarding proposed specifications for tractor-drawn steam fire engine. Approved. Matter to be taken up after first of July.

Approval of specifications for furnishing, testing and delivering one or more gasoline motor tractors. Brandenstein, Hammer and

Pfaeffle "aye," Dillon excused.

Approval of specifications for furnishing, testing and delivering one or more steam fire engines with gasoline motor tractor attachment. Brandenstein, Hammer and Pfaeffle "aye," Dillon excused.

Firemen Defeat Park Habitués.

The Firemen engaged in a game of baseball at Golden Gate Park, Saturday, May 3, and demonstrated to the Park Habitués that they can still hold their own in the national pastime, defeating the Habitués by the score of 7 to 5.

Eddie Shay was on the mound for the Firemen and he humbled the Habitués by his masterly pitching; and it was his bingle that put over two runs in the eighth inning that clinched the game. McAllister for the Habitués pitched fine ball outside of that eighth session. He was relieved by Tom Comber and then the bombardment stopped, as Comber had the Firemen eating out of his hand in the final frames. From a spectator's point of view, it was one of the most interesting games seen at the Park in a long time. Raby of the Habitués gives his version of the affair in this way: "It was a tough game to lose and my team is ready for a return game any time the Firemen are ready to play," and he winds up with, "that fellow Shay as some sweet ball player."

Those taking part in the game were as follows:

Firemen	Park Habitués
Moholy.....	Catcher.....Raby
Shay.....	Pitcher.....McAllister
Linderberg.....	First Base.....Tom Comber
E. Comber.....	Second Base.....Sweeney
Walsh.....	Third Base.....Smith
Brennan.....	Right Field.....Ellery
Hughes.....	Left Field.....Bachelder
Riedy.....	Center Field.....French
Hackett.....	Short Stop.....Terry

The Firemen expect to play Healdsburg about the first of June.

A Chicago dispatch of May 7 says Truckman Wm. J. Werner turned in a fire alarm to enable members of truck company 19 to attend his wedding. His companions could not all be relieved of duty to be his guests, so at 10 o'clock, when everything was ready for the ceremony, Werner pulled a box.

When the apparatus arrived Werner explained that the "fire" was in his heart and ushered the firemen into the home of the bride, rubber boots, mackinaws, helmets and all. A half hour later they were back at the fire station.

Werner met his bride, who was Miss Sarah Miller, when he rescued her from a fire several months ago.

Jesse Loh, while working at the R. N. Nason fire in Fifteenth street last Sunday, lost a valuable signet ring. Any person finding same and returning it to owner will receive suitable reward.

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Admiral Sigbee has written a little book, "The Log of the Howard Watch," giving the record of his own Howard in the U. S. Navy. You'll enjoy it. Drop us a post-card, Dept. N, and we'll send you a copy.

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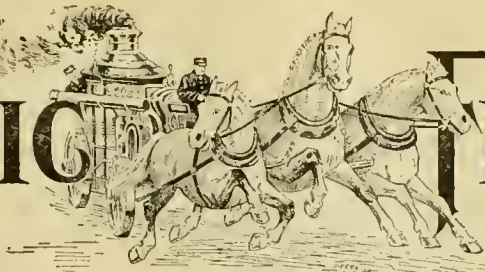
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PACIFIC FIREMAN



VOL. X.—NO. 26

SAN FRANCISCO, SATURDAY, MAY 17, 1913.

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Purchase of New Motor Fire Apparatus.

At last week's meeting of the Fire Commission, they completed the purchase of three American-La France motor-driven combination hose and chemical wagons at a cost of \$6266 each, after a satisfactory test. The machines were manufactured expressly for the department according to specifications, and are pronounced the most modern gasoline fire fighters of the kind in the world. The three machines were tested on Haight street and other steep hills of the city Tuesday afternoon, May 6, with a 4500 lb. load on a high gear, including men, hose and chemical tanks charged, and the demonstration showed a speed of sixty miles an hour on light grades.

The machines are equipped with gasoline motors and are intended to serve outlying districts, where speed is a very important factor in getting to a fire.

With the purchase of the three new machines the department now has twenty-two pieces of motor-driven vehicles, including passenger machines for the officers, with four new pieces ordered.

The motor-driven apparatus of the department represents an expenditure of about \$130,000, and when the four additional machines arrive, which are in transit, at a cost of \$23,000, over 10 per cent of the apparatus of the department will be motor-driven. The budget for the ensuing fiscal year allows \$100,000 for the purpose of new motor-driven machines, and, in time, the entire work of fire extinguishing in this city will be done with motors.

Strike of Salt Lake City Firemen

The refusal of the Salt Lake City Fire Commissioners to raise the salaries of the members of the fire department, says the Underwriters' Report, resulted in a crisis in which every fireman in the service, with the exception of the chief, tendered his resignation, to take effect Tuesday, May 6th. For some time it looked as if the city might be left entirely without a department, but Mayor Park, who is Commissioner of Public Safety, met with the men and persuaded them to withdraw their resignations. The increase has been agitated for some time.

Under the existing schedule the pay for firemen is as follows: Chief, \$200; assistant chief, 120; captains, \$95; lieutenants, \$90; inspectors, \$90; firemen, first grade, \$85; firemen, second grade, \$80; firemen, third grade, \$75; superintendent of fire alarms, \$100; secretary to the chief, \$90; engineers, 90. The ordinance was introduced to increase the pay as follows: Assistant chief, \$130; captains, \$110; lieutenants, \$105; inspectors, \$105; firemen, first grade, \$100; firemen, second grade, \$90; firemen, third grade, \$80; superintendent of fire alarms, \$110; secretary to the chief, \$100.

The position of engineer was abolished by the ordinance, a man for this place to be chosen from among the firemen. By a vote of three to two, the ordinance failed to pass.

Mayor Park asked the men to remain in the service, promising them to continue his efforts to secure the increase. As a mark of confidence in

him, the men decided to remain in the service.

Eleven Hundred Firemen to Sue.

Eleven hundred and seventeen members of the New York Fire Department have filed claims with counsel to recover pay during the period they served as probationers. The amounts asked range from \$16.67 to \$51.

In 1907 the legislature passed a bill putting probationary fire fighters on the pay roll. It became effective on July 15 of that year. Five hundred of the claims come from men who worked for nothing after the law became operative, and the others may ask the courts to decide their cases. Counsel for the firemen has submitted a dozen claims to the City Comptroller as test cases. The complaining firemen didn't learn they were entitled to back pay until some of them took the examination for promotion.

Great Falls Gets Two-Platoon.

The petition of the uniformed force of the Great Falls, Mont., Fire Department was granted on April 1, when the City Council ordered that the two-shift system be inaugurated May 1, and that four additional men be engaged to enable the change to be made.

When the matter was being discussed by the Council, Chief James E. Jewell explained that under the present system each man was allowed one day in eight; that under the new system there would be more men regularly on duty than at the present time, and that firemen who are off duty will be subject to call at any time they are required. There was no serious opposition to the new system.

Hillsborough's New Motor Chemical.

The San Mateo Times, in last week's issue, had the following to say about Hillsborough's new American-La France motor chemical fire engine:

Hillsborough's handsome new auto chemical fire apparatus arrived last Saturday afternoon, and after several exhibition and trial trips about the Three Cities, was installed in the Geo. H. Howard garage at the town hall which will be its headquarters.

Chairman Samuel Knight of the Fire Committee announced its arrival at the Trustees' meeting Tuesday, adding that a few minor articles of equipment would have to be added before it was accepted. He was authorized to purchase these articles.

He said the committee accepted the hose, which cost \$1100, and the claim for this was allowed. The committee, he said, recommended the appointment of Walter A. Grant, an experienced fire fighter of San Francisco as chief of the department and custodian of the engine and equipment. Salary was fixed at \$125 a month, and on motion of Mr. Scott, he was elected.

The new chief was then instructed to respond at all times with his equipment at the request of the San Mateo or Burlingame departments. Mr. Knight stated it was their intention to organize some sort of volunteer fire department, with regular drills, the details of which had not yet been worked out.

Berkeley.

Owing to the recent disastrous fires in Berkeley, the residents of Panoramic Way, an exclusive section of the city, are about to form a volunteer fire department, and have notified the City Council of their plans. One of the reasons given is that the women of that section are in a nervous state over the numerous fires of undoubted incendiary origin that have occurred in the neighborhood. An investigation of the charge that the firemen have been unable to secure sufficient water pressure to subdue the fires in the recent blazes will also be made by Prof. Lewis.

At Oroville, May 12, the Pacific Gas and Electric Company's sub-station

was destroyed by fire, the loss aggregating \$10,000. The employees of the Oroville station did not observe the strike order. The origin of the fire is not known.

Fire in the Harrison Primary School last Monday morning sent 178 children out of the building in quick time by means of the fire drill. No panic marked the progress of what might have been a serious blaze.

The two new fire engine houses under construction for the department—engine 24 at Hoffman avenue and Alvarado street, and engine 47 at Girard and Wildo streets—are rapidly nearing completion.

Alcazar Theatre.

Charles Waldron's farewell week at the Alcazar begins next Monday evening with an elaborate production of Edward People's beautiful play, "The Prince Chap," in which he will have the title part. This offering will also be the medium of closing Justina Wayne's all-too-brief engagement in the O'Farrell-street home of drama. She will be seen in two distinct characters. Also in the cast are the regular stock company and several specially-engaged players, among the latter being two very clever children. Mr. Waldron is eminently qualified to give a satisfactory impersonation to Peyton. In the first act Miss Wayne will be seen as the mother of Baby Claudia and in the final act as eighteen-year-old Claudia, who she portrayed in this country and Australia when the play was in the heyday of its popularity.

Empress Theatre.

Joe Boganny's Royal Lunatic Bakers, an English comedy acrobatic act, will headline the bill at the Empress, with an original creation called "Fun in a Bake House." The added feature attraction is Roland West's tabloid drama entitled "Trapping Santa Claus," with Caddie Hayes, a juvenile actress and a supporting company of three. Fred Holmes and Lulu Wells, a duo of youthful musical farceurs promises to be another pleasing feature. The title of their dainty contribution is "Just Because." Joe Kelsey, a character singing comedian, will offer his latest

material songs and comic impersonations. Swaine-LePlatt & Swaine, a trio of musical artists, in a delightful musicale and "Signa," "The Girl from Norway," a young woman whose identity no one knows, will contribute some clever character work. The Essanseoscope will show some photographs fresh from the producer's studios.

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Safe, Sane and Reliable Motor Fire Apparatus

The Santa Cruz (California) Evening News of April 24, 1913, relative to the recent Municipal Exhibit in that city, says:

"Probably the most comprehensive practical display in the Armory is the municipal fire department. Here we see figures that tell the advantages of motor-driven fire apparatus over the old horse-drawn system that should shame some of the lying croakers that are abroad on the streets shouting 'graft' and stirring some one else's political porridge incidentally. Using a six-months' period for comparative purposes it is shown that where the horse-drawn vehicle of the past days answered forty-two calls at a cost to the city of upkeep of \$204.92, the faster motor-driven apparatus answered the same number of calls, going a distance of thirty-two miles further, AT A COST OF \$22.78. When it is considered that the motor-driven apparatus cost \$2348 more than the two horses and the hose-cart the city comes pretty close to having a splendid investment. To the credit of the increased cost of the newer apparatus may be placed the increased speed to fires, resulting in lower insurance rates and a greater saving of personal property, and the almost imperceptible percentage of depreciation as compared to the old apparatus."

The apparatus to which such a high compliment is paid in the foregoing paragraph is an American-La France Type 10 four-cylinder 70-horsepower double 40-gallon combination chemical engine and hose wagon with hose carrying capacity for 1200 feet 2½ inch. This selection and purchase was made as the result of an exhaustive investigation and comparison by Santa Cruz municipal and fire department officials. As the result of the investigation the vote of the Santa Cruz City Council stood four to one for the American-La France. Among the many harsh remarks of the disgruntled representatives of competing apparatus at the time was one made on the floor of the Santa Cruz City Council by a well-known fire apparatus representative, who is now circularizing the California territory to the effect that his concern up to this time has sold more pieces of motor apparatus in this state than any other (which is a lamentable

fact), that at that time San Francisco had contracted for three pieces of so-called motor fire apparatus—"one piece of real motor fire apparatus and two experiments." Subsequently the piece of alleged "real motor fire apparatus," after two ineffectual attempts to fulfill its contract requirements, was withdrawn by its San Francisco agency rather than suffer official rejection. The two so-called "experiments" duly qualified under San Francisco conditions and requirements, and have ever since been regularly attending San Francisco fires. One of the referred-to "experiments" is the American-La France Type 10 four-cylinder 70-horsepower double 80-gallon straight chemical engine in Bush street, between Kearny and Grant avenue, San Francisco. This apparatus was placed in service February 1, 1912. With the exception of repairs necessitated through collision with a high concrete sidewalk and an electrolier light pole, this machine has never been out of service for repairs or adjustment of any kind. It has more than met every service demand made upon it. As to its attempt to climb the lamp post, it was not demonstrated that it could not do it, for the pole broke off short at the sidewalk before the "experiment" was concluded. The "experiment" came through the "experience" suffering only minor injuries.

The manufacturers' claims for the stability and safety of this apparatus were more than verified by this incident, for, notwithstanding that subsequent official investigation developed that the apparatus was travelling at a speed of not less than thirty miles an hour, the apparatus was not overturned, and not a man of the five thereon left his position on the machine. The circumstances were such that the driver was forced to take to the sidewalk rather than run the risk of killing a lady and three gentlemen in a touring car that was trying to speed over a crossing ahead of the fire apparatus.

Perhaps the good firemen who happened to be riding thereon are not satisfied with the American-La France. Call and ask them about it.

Birds will come home to roost.



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gress of March 3, 1879.

Mayor Rolph Transmits Relief Fund.

MAYOR'S OFFICE
SAN FRANCISCO, May 12, 1913.

Captain George F. Brown, Engine Co. No. 39, S. F. F. D.,
2136 Geary street, San Francisco.

Dear Sir:—I have for acknowledgment
your letter of the 6th instant, enclosing draft
for \$2008.50, which you request me to send to
the Mayor of Dayton, Ohio, for distribution
among the firemen of that city.

I congratulate the members of our fire de-
partment for the generosity shown by them
as an expression of their sympathy to firemen
in another community, on whom misfortune
has fallen.

As you will see by the enclosed copy, I
have forwarded the draft, as requested by
you, to Mayor Phillips, explaining your desires
in the matter of its disposition.

Yours very truly,
JAMES ROLPH, Jr., Mayor.

(COPY)

SAN FRANCISCO, May 13, 1913.

Hon. Edward Phillips, Mayor of Dayton, Dayton, Ohio.

Dear Mr. Mayor:—I take pleasure in hand-
ing you herewith check for \$2008.50, which
the fire department of San Francisco has re-
quested me to send you for disposition, as
expressed in the following extract from letter
received from Secretary George F. Brown,
captain engine company No. 39, S. F. F. D.:

"It is the wish of the subscribers that the
money be distributed amongst the members
of the Dayton Fire Department who suffered
losses there during the recent fire and flood,
by Chief Ramly, in the proportion that he
may deem just and equitable, preference be-
ing given to widows and orphans, if there
be any."

This check goes to you as an expression of
the deep sympathy of our fire boys for their
brother firemen stricken and suffering,
through the recent terrible calamity that has
befallen your community.

Thanking you in anticipation of your kind
attention to the request herein, and with best
wishes, I am,

Very sincerely yours,
(Sgd.) JAMES ROLPH, Jr., Mayor.

Lieut. Matlock's case was submitted Wed-
nesday. Decisions in both the Maxwell and
Matlock cases will be handed down this com-
ing week.

Brave Officer Rescues Two Lives.

Motorcycle Officer Louis LaPlace is a real
fire hero. Last Wednesday he rescued Mrs.
Mary Johnson and her two-days-old baby
from a burning building at 292 Moultrie street.
He rushed into the blazing structure and re-
turned with the mother and baby. The three
of them were almost lost when the stairway
on which the officer was staggering with his
burden collapsed beneath their weight and
sagged almost to the floor, tumbling him, the
woman and child down the flight.

At the foot of the stairs the firemen reached
for the trio and dragged them into the open.
The baby, almost strangled, was still clasped
to its mother's bosom. Neighbors immediately
cared for the three and they were soon
revived.

When LaPlace arrived on the ground, he
asked if all were saved. The husband cried
to him: "No, my wife and baby are in there,
but it is too late to save them." The officer
immediately went into the blaze with the
above result.

The building was a three-story structure,
the ground floor occupied by the grocery
store of Matthew Matson, who owned the
property, while the Johnsons lived above.
The origin of the fire is unknown. The build-
ing was gutted. The damage is estimated
at \$3000.

Large Ears and Fire Fighting.

A correspondent writes to the Fireman's
Herald from Tucson, Ariz., that the members
of that city's fire department have been dis-
cussing whether men with large ears make
the best fire fighters, after reading a state-
ment credited to Chief Jacob Klein, Albu-
querque, N. M., that firemen with big side
wheels are the most valuable men in a fire
department.

Our correspondent says that Chief Harry
Parker, Tucson, when asked for his opinion,
replied: "It's a new one on me. I don't
think there is anything in it. Men with big
ears may be generous and good-hearted but I
doubt if they would make any better firemen.
Judging by the way animals are it looks as
though the bigger a man's ears are the more
stubborn he would be. It's hard to get a mule
with long ears near a fire."

The statement reported to have been made
by the Albuquerque chief follows:

"The fellows with big ears are not reckless,
although sometimes they may appear to be.
They are simply brimful of vitality and they
find an outlet in action. They never see danger
ahead and when they get in a 'tight' place
they always are the fellows who escape. I
don't mean that they run away when they
finally realize that they are in danger, but
these fellows with the big ears seem to have
charmed lives."

"Another point in favor of the man with big
ears is that he usually is not a grandstander.
He is full of dash whether he has an audience
or not. I do not mean that the fellows with
spare ears, laying close to their heads, are
always grandstanders or that they do not have
'pep.' Often they make just as good firemen
as the others."

Thrilling Escapes from Fire.

Early last Monday morning a fire partially
destroyed the Lafayette apartment house on
Dwight Way, Berkeley. There were many
thrilling escapes owing to the halls being filled
with smoke.

The building has fifty-two apartments and
extends a whole block, having about 200 occu-
pants. R. W. Madison, one of the tenants,
was the first to notice the fire. He was
awakened about 3 o'clock to find his apart-
ment so dense with smoke that he could not
see the electric lights.

Madison, finally fighting his way to the door
leading into the hall he sent in an alarm, and
then groped his way back into his apartment
to rescue his wife and child. Mrs. Madison
had collapsed at the foot of the bed and the
baby, Ryland, 4½ years, was staggering
around the apartment. Mrs. Madison man-
aged to get to the window, where her husband
helped her over the ledge and holding her by
the wrists, dropped her to the ground, a dis-
tance of ten feet. Then he handed out the
baby.

Dr. and Mrs. Charles Z. Ellis with apart-
ments on the top floor, fought their way
through smoke-laden halls to the fire escape.

Owing to the refusal of a raise in salary
three firemen quit the Salt Lake City Fire
Department last week. One of the disap-
pointed men commented on the affair as fol-
lows: "It isn't money enough for twenty-one
hours and forty minutes of alertness every
day. I hated to quit and only did it when I
became sure there was no chance that the
pay of the firemen would be raised. I have
another good job to go to, but I would like to
see things different for the boys who stay
with the department."

The World's Fair buildings and grounds
committee has awarded a contract for con-
struction of three fire houses on the Exposi-
tion site, to H. Chase.

A Los Angeles dispatch of May 12 says
Captain Thos. J. McDonald, 60 years old,
defied death as a member of the local fire de-
partment for more than twenty years, with-
out sustaining any injury, but died to-day as
the result of a fall of nine feet from a step
ladder, while dusting a shelf, during leave of
absence.

Walter Hannan, engineer of engine 1, it is
reported, was married last Tuesday to an es-
timable young lady of this city and hid them-
selves to Los Angeles where they will spend
their honeymoon. Walter Griffin, a member
of the same company, if rumor is to be be-
lieved, is also contemplating matrimony in
the near future.

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Meeting of the Fire Commission.

At a meeting of the Fire Commission, held May 16, we take the following excerpts from the Administrative Committee's report, which was approved by the Board:

From Geo. Linehan, lieutenant engine 13, requesting that he be granted a leave of absence, without pay, from June 16th to July 1st. Granted.

From the Civil Service Commission, advising that the demands of members of this department whose annual vacations begin on or after the 15th day of the month will be approved for the full month when presented at that office, in order that said members may receive their salary when going off on such vacations. Referred to secretary with instructions to prepare said demands for payment in advance of regular monthly demand list.

From the Secretary to the Mayor, relative to the creation of new positions in connection with the high pressure auxiliary water system and stating that recommendations for such places will be made as are included in the forthcoming budget. Filed.

From the Superintendent of Engines, requesting that a ruling be made as to whether Richard Cole, John Kane and G. D. Harper, machinists at the corporation yard, are entitled to annual vacations during the present year. Said employees having worked at the corporation yard for several years past, but were dismissed and reappointed under civil service. Said employees allowed annual vacations this year.

From Captain Rocca, acting battalion chief, submitting a report of an accident to the fireboat Dennis T. Sullivan by the propeller coming in contact with some submerged obstruction on the 9th inst. Filed.

From Charles Mulloy, lieutenant engine 7, requesting that he be allowed a leave of absence for fifteen days, without pay, commencing June 16. Granted.

From the chief engineer, submitting complaints against officers of companies for failing to respond to alarms of fire with their companies in accordance with the rules as set forth in the assignment book, as follows:

C. J. Brennan, lieutenant truck 4, for failing to properly respond to an alarm of fire from box 78, while acting as captain of engine 8, on the 2nd inst.

Thos. Magner, captain engine 20, for failing to properly respond with his company to an alarm of fire from box 78, on the 2nd inst.

Jas. Feeney, lieutenant engine 21, for failing to properly respond to an alarm of fire with his company from box 78, on the 2nd inst.

Geo. Brown, captain engine 39, for failing to properly respond to an alarm of fire with his company from box 78, on the 2nd inst.

The above named members appeared before your committee and admitted that they had made a mistake in pegging up on their assignment boards. As these mistakes were clearly unintentional upon the part of said members your committee does not believe that the same call for any special action, and

after cautioning them to use more care in the future, we recommend that the complaints be dismissed.

From the Superintendent of Engines, relative to a resolution of the Board providing for time allowance, etc., for overtime worked at the corporation yard by employees. Referred to the Board for action without recommendation.

From the City Attorney, submitting an opinion in the matter of resignations of members and advising that this Board has no legal power to take any formal action. Filed.

From Harry Carter, hoseman fireboat 1, requesting that he be granted a leave of absence for five months, without pay, commencing June 1. Granted.

From Jas. Flater, lieutenant engine 29, submitting a complaint against John McCarthy, hoseman engine 29, for being under the influence of intoxicating liquor while on duty on the 11th inst. Also complaining against the treatment accorded him by Battalion Chief Boden in relation to this matter. Referred to the Board for action without recommendation.

From the chief engineer, submitting complaints against Captain W. J. Byrne of engine 16 and Captain W. F. Curran of engine 9, for failing to properly respond to an alarm of fire with their companies on May 2. The above named captains appeared before your committee and admitted they had made a mistake, and as the same was not intentional your committee recommend that the complaints be dismissed.

Calendar of matters submitted to the Board upon which no action was taken by the Administrative Committee, as follows:

Report of members of this department who have been off on sick leave for three months or over. O'Farrell, Jeffers, Hart, Higgins, Rogers and O'Keefe appeared. All reported improvement with the exception of O'Farrell.

From the Superintendent of Engines, relative to overtime work at the corporation yard by employees. Referred to Administrative Committee.

From Jas. Flater, lieutenant engine 29, submitting a complaint against John McCarthy, hoseman engine 29, for being under the influence of intoxicating liquor while on duty on the 11th inst; also complaining against the treatment accorded him by Battalion Chief Boden in relation to this matter. In this case considerable discussion ensued as to whether McCarthy was intoxicated. After hearing the testimony of both the chief and lieutenant, the Board was unable to decide what action to take and finally put the matter over until next week.

From the Civil Service Commission, certifying Owen E. McNulty for appointment as hoseman. Appointed.

From the chief engineer, recommending that the Finance Committee of the Board of Supervisors apply the remainder of the appropriation for new buildings and sites to the Board of Public Works for plans and specifications for new fire houses. Approved.

At a special meeting of the Fire Commis-

sioners Wednesday the trial of B. A. Davis, watchman at the corporation yard, for absents himself from duty without permission on May 2, was heard. He was found guilty and deprived of 30 days' pay and given two months to pay it--15 days each.

Would Make Divorce Compulsory.

In contradistinction to Judge Graham of this city, known throughout the Pacific Coast as the great reconciler of married couples with martial woes, now comes Judge Gemill of Chicago who advocates that divorce laws instead of laws to make divorces harder to obtain should be made compulsory. Judge Gemill, it is said, has perhaps listened to more miseries of martial woes than any other judge in the United States.

"There are people living together to-day who should be forced by law to separate," says Judge Gemill. "There are women suffering untold misery through a mistaken sense of the linding quality of the marriage tie. God never meant that a woman should spend all her days with a brute."

Kurt F. Neitzke, recording secretary of the Los Angeles Firemen's Relief Association, was a welcome visitor at this office last Wednesday.

Driver Ed. Downs of chemical 12, it is rumored, was to be married to-day (Saturday.) The bride, we understand, is one of Visalia's fairest daughters.

It is reported that Lieut. Lavaroni is getting along nicely, considering his condition. He is the recipient of many callers, both friends, relatives and firemen.

Mrs. O'Malley, wife of Engineer O'Malley of engine 2, it is reported was very low. They have the sympathy of every member of the department, who hope for Mrs. O'Malley's speedy recovery.

Battalion Chief Cook has gone to Maraga Valley on a hunting and fishing trip. We hope the game warden won't pinch him this time for killing all the game. The members of engine 1 are making preparations to give him a royal reception on his return.

Battalion Chief Wills, senior chief of the department, has about made up his mind to retire from the service, having put in forty years fighting fires. It is thought his application to be retired will come up before the next meeting of the Pension Board.

Driver Jim Cronan of engine 21 was knocked off his engine in collision with an inbound Hayes street car last Monday night while responding to a still alarm. His injuries are not at all serious, we are pleased to announce, being nothing worse than the fracture of a small bone over the left eye. The middle horse of the team was killed in the collision.

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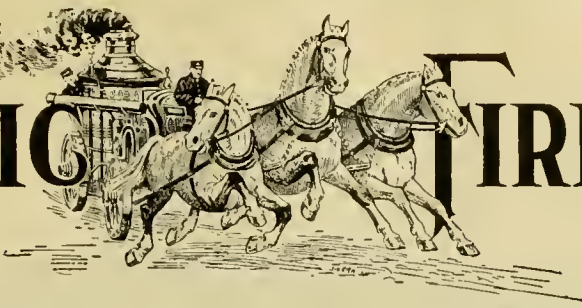
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PACIFIC FIREMAN



VOL. X.—NO. 27

SAN FRANCISCO, SATURDAY, MAY 24, 1913.

Single Copies 5 Cents

Tractors for Fire Apparatus

At the latest convention of the International Association of Fire Engineers, R. H. Bowker, chief of the fire department of Passaic, N. J., read a paper entitled "Tractors for Steam Fire Engines, Aerial Trucks and Water Towers," in which he favored the use of tractors, in which opinion he was supported by Chief Kenlon of the New York Fire Department. The Passaic department has one 90-horsepower truck which pulls an aerial truck having a 75-foot extension ladder and weighing 10 tons; also an 80-horsepower truck pulling an ordinary size city truck. During the year from May 30, 1911, to May 30, 1912, the tractors cost an average of \$8.85 a month, while the horses used for the same apparatus had cost \$90 a month. The sum named in the case of tractors included repairs of every description, while in the case of horses it included only the feeding and shoeing and did not include harness repairs and veterinary fees, which would have brought the cost of maintaining the five horses up to \$100 month. During the eighteen months that the two tractors have been in service there has not been a single instance when they had experienced any trouble in starting or in arriving at or returning from a fire. The tractor was very effective in pulling the heavy apparatus up the steep hills, making eight miles an hour on the steepest of them, and also in the winter season when snow and ice interfered with horse-drawn apparatus. In one instance, when it had been snowing continuously for twenty-four

hours, a run was made through snowed-up streets, which had not been broken by traffic, at a speed of 15 miles an hour, which is about three times as fast as the best horses could have done under similar circumstances.

Chief Bowker preferred the tractor for steam fire engines rather than using gasoline for pulling power on the same frame with steam boiler and pump. In fact, all the auto hose wagons in the city are practically used as tractors, as the horses of the department have been entirely dispensed with and the steamers are drawn to the fire by auto hose wagons whenever they are needed.

Chief Kenlon stated that the New York department had definitely adopted the tractor, having more than fifty of them in use or ordered. One of the first of these was placed in service in connection with a second size engine, and in six months from February 19 to August 19, it made over 500 runs and in no case failed to reach the fire when desired and in almost all cases in faster time than horses. In comparing the tractor and the horse from the financial point of view, this speaker took up the matter of interest and depreciation in each case. He assumed the tractor cost \$5,500 and a team of three horses \$1,050. Interest he assumed at 4 per cent, the life of a tractor he estimated at twelve years under New York City service. The average life of a horse in the New York Fire Department is seven years. He thus makes a depreciation charge on the three horses of \$150 and an interest charge of \$36.75. Feeding and bedding he figures at \$380, veterinary

service at \$50 and shoeing at \$120. This would make an annual charge of \$736.75 per year on the three horses or about \$20.50 per month for a horse.

In the case of the tractor, he figured a depreciation at \$333 per year, interest \$140, gasoline and oil \$100, and repairs \$100; making a total annual cost for the tractor of \$673—a difference on this basis of \$63.75 per year in favor of the tractor.

In other cases the conditions are not nearly so strenuous, the life of both the apparatus and the horse would probably be longer, and the prices for repairs, gasoline, etc., as well as depreciation would be correspondingly less, while the interest would be the same.

The Two-Platoon System.

Under the above head, the Fireman's Herald of recent date, editorially said:

The legislatures of a number of cities are going to be busy this year considering bills relating to the introduction of the two-platoon system in fire departments. In some localities it is sought to have compulsory legislation passed, while in Massachusetts all that is to be asked is that the question be submitted to the voters of cities containing at least forty thousand people. The latter appears to be the wiser method, since each city must bear the added cost of introducing the system and a large part of the opposition, both among fire officers and municipal authorities, is based on the increased outlay involved in the change. In any case, it is clear beyond argument that two-platoonism is not a dead issue.

Firemen and Policemen.

The following is an extract from an editorial discussion of the above subject in the May American Magazine:

"Why is it that nobody ever has a good word for policemen? Wherever you go, good policemen are always in the next town. New York praises Cleveland's police, and you believe it till you read the Cleveland papers. Cincinnati people tell you what a splendid force they have in Detroit. Detroit tells you about St. Louis, St. Louis about Toledo. But go from one city to another and the citizens all say that the local force is no good and so it goes.

"On the other hand they generally try to tell you that their fire department is better than others. They are proud of their firemen. You never hear specific charges like graft or inefficiency brought against firemen. The general current estimate of the two branches of the service seems to rank firemen and policemen on two entirely different grades of character or levels of manhood. It is something like a light case of race prejudice. Everybody believes in firemen, and no one believes much in policemen. Firemen are taken for granted as brave and manly, and policemen are always supposed to hear watching. Yet the two branches are recruited from exactly the same stock or grade or class or whatever you have a mind to call it; and they are picked for about the same run of qualifications."

Judge Disapproves Firemen's Hours.

Advocates of the two-platoon system for firemen will probably find support for their views in some expressions contained in the judgment rendered last week granting a divorce to Fred W. Salisbury, a member of the Cleveland (O.) Fire Department. Judge Pearson, in dismissing the wife's divorce petition and in granting the cross-petition of the fireman, observed as follows:

"Rules regulating the time firemen are required to be on duty should be changed.

"Firemen should have more time to spend in their homes.

"The rule of the department preventing firemen from having homes in

the suburbs should be changed so that they could have the same privileges of living in the fresh air and sunshine that other city employes have."

The Firemen's Relief and Pension Fund of San Diego has been organized with Superintendent of Fires A. E. Dodson, president; Fire Chief Louis Almgren, Jr., secretary, and City Treasurer Don M. Stewart, secretary-treasurer. The City Council voted to contribute \$1,000, and \$1 a month will be deducted from the salary of each fireman, and 50 cents a month from the salary of each call man, for the fund.

George G. Chute, a fireman, and Chester A. Groat, an ex-fireman, both of Portland, have applied for patents on a device that will automatically start the engine of the auto fire truck, sound the alarm gong and turn on the lights in a station. The device is operated by simply pressing a button. A specimen has been installed in the Stark street station and works successfully.

At Richmond, Cal., the new auto fire engine that has been bought for company 2 of the Richmond Fire Department is proving an effective piece of apparatus. More of this modern equipment is to be added. New hydrants are being placed to improve the system. The council will spend a large sum of money in this direction.

The people of Roseburg, Ore., have rejected the bond issue of \$15,000 for modern fire-fighting apparatus by a vote of 467 to 442; the levying of a 1-mill tax with which to maintain a paid fire department, 445 to 443.

Fire Chief Jas. Wilkinson of Pomona states that the present equipment of his department is inadequate. A new pumping engine and more hose is needed.

Alcazar Theatre.

"The Ne'er-Do-Well," Chas. Klein's dramatization of Rex Beach's famous tale of life in the Panama Canal zone, will be started on a week's run next Monday evening in the Alcazar, with an extra Memorial Day matinee. Alice Fleming and Kernan Cripps are specially engaged to lead a cast that embraces the complete stock company and a number of extra people. In

this play is finely preserved the spirit of adventure and romance that made Rex Beach's novel so popular. If the author of "The Music Master," and "The Lion and the Mouse" had aimed at putting a "best seller" on the stage in such a way that it would convey just the same feelings created by the book, his success could not have been more thorough.

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SAN FRANCISCO, CAL., May 21, 1913.

Editor Pacific Fireman.

Dear Sir:—Very recently we signed a contract for the 51st Seagrave fire machine sold in California. We thought you would be interested in knowing this because it will give you some idea of the extent to which the California departments have been motorized.

The Seagrave fire machines are generously scattered over the State from Redding on the north to San Diego on the south, and none but good reports are being received from any of them. There are more Seagrave machines in service in this State than there are of all other makes combined. The most gratifying feature of our business is that the Seagrave cars have actually sold themselves; that is to say, no Seagrave car has ever been purchased by any city without a careful investigation first being made of all other makes.

A great many false reports are circulated very generously about Seagrave apparatus, but they have very little effect on the purchaser, because thorough investigation always disproves and dissipates them.

I am sending you a cut of the first Gorham automobile fire engine. This was placed in service in the City of Oakland about one year ago. At the time it was placed in service it was the largest auto fire engine in the world, and the only one of large capacity fitted with a Turbine pump. Since being placed in service it has given perfect satisfaction and successfully proven that it is in every respect superior to the steam fire engine.

With best wishes, we remain

Yours very truly,

GORHAM FIRE APPARATUS COMPANY.

By C. A. TABER.



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Entered as second-class matter March 21, 1908, at the
Postoffice at San Francisco, Cal., under the Act of Con-
gress of March 3, 1879.

Battalion Chief O'Brien, a twenty-year veteran of the San Francisco Fire Department, was stricken with paralysis early Thursday morning. He has an application pending for retirement from the service, which will be heard at the next meeting of the Pension Board.

A clipping from the San Mateo Leader of May 8 has reached us just as we go to press, highly commending the arrival of the American-La France auto chemical engine, recently purchased by the Hillsborough millionaire residents, but owing to lack of space is crowded out, but will appear in our next issue.

Last week, at a meeting of Hillsborough's city fathers Fire Chief Walter Grant asked for assistance, stating that while he was willing to risk his life in a fire, he wanted at least an even break. After some discussion a resolution by City Trustee Knight was passed unanimously empowering the fire chief to call upon the police in case of emergency.

At a meeting of the Public Health and Safety Commissioners of Sacramento, held last Monday, with Mayor Burke sitting as chairman, they awarded a contract to the Gorham Fire Apparatus Company for furnishing the fire department with a Gorham turbine pumping engine at a cost of \$9,500. The Gorham people were given 120 days to make delivery.

Judge Murasky was to have rendered a decision in the Maxwell case Thursday, but when court opened Charles Wesley Reed, through his client, President Walcott, requested permission to file a brief to show that the amendment which went into effect March 27, 1913, gives the Civil Service Commission discretionary power as to holding a physical test. Counsel for both sides agreed to the filing of the brief.

Owing to the showing made by Chief Engineer Murphy, previous to the passage to print of the increased budget, he showed, to the satisfaction of the members of the conference that the high pressure system for fire protection was being neglected and was leaking at the rate of 190,000 gallons a day, there

having been an increase in the leakage since May 6 of 50,000 gallons a day, the budget allowance was increased by \$10,669 for manning the system properly. The budget will be finally passed a week from Monday.

The Examiner of Thursday, commenting editorially on the delay of the Superior Court in handing down a decision in the Maxwell case, proceeds to settle the matter to its entire satisfaction, after which it takes the court to task by administering the following jolt: "When so simple a matter as the appropriateness of requiring a sound body and good health in men called upon to take up the strenuous work of fire chief is in question it should not take a reasonable man long to come to a decision." And in a closing sentence says: "It is hard to see why any question ever arose about it."

N. Y. Legislature Pass Two Platoon.

New York State Legislature passes Malone bill providing for a two-platoon system for New York, Buffalo and Rochester.

Notwithstanding the bitter antagonism of Commissioner Jos. Johnson and Chief Kenlon of New York, one of the last acts before adjournment of the legislature was the passage of the two-platoon bill proposed by Senator John Malone of Buffalo.

This happy culmination is the result of persistent and united effort on the part of the firemen of New York state. They were ably represented at Albany by Captain James D. Clifford, president of the Firemen's Mutual Benefit Association of New York; Captain Boore, president of the Dauntless Club of Buffalo; Frederick H. Cowles, a fire prevention expert and an ardent worker for better conditions for firemen, and by officers of the Firemen's Association of Rochester.

The measure now needs only Governor Sulzer's signature to become a law, and the advocates of the bill claim that the Governor is favorable to legislation of this class. As the bill affects all first class cities of the state, it becomes a law if the governor signs it, the mayors of the several cities not having the power to veto, which they possess on bills affecting their cities alone.

Captain Clifford regards the measure as important not only to New York, but to every state in the Union, as he believes that if the two-platoon system is established in the chief cities of the Empire State it will soon be adopted by fire departments of large municipalities elsewhere.

Commissioner Joseph Johnson is urging the Governor to veto it. He says it will result in the complete demoralization of the department.

If twenty-four hours of enforced absence from home and family is necessary to avoid demoralizing the men of the New York department, what is the state of the men employed only eight hours a day in all other departments of municipal, state and federal governments?

The wives, sisters and mothers of the members of the recently organized Scannell Club

have formed an auxiliary and will conduct social affairs in the interest of the club. The object of the David Scannell Club is to protect Civil Service rights and to bring about better conditions generally; also to keep up the agitation for the two-platoon system in the department, which was defeated at last year's election.

Increased Budget Passed to Print.

At a meeting of the Supervisors Tuesday, notwithstanding the protests of Supervisors Jennings and Murphy and the other members of the Finance Committee, they passed to print the budget increasing the salaries of all city employees who asked for more pay, and even adding pay for some who did not ask it.

A total of \$52,849 was added to the annual appropriation, which will increase the tax levy 1 cent, raising the rate to \$2.24, as against \$2.09 this year. The total sum appropriated for the expenses of the city government for the next fiscal year will be \$14,275,082, as against \$12,887,626 for 1912.

Out of the above the fire department will receive \$10,669 in order to properly man the high pressure system. This sum was voted on the protest of Chief Engineer Murphy and the Fire Commissioners that the system could not be properly operated unless they were given what they thought to be necessary in the way of funds to carry on the work.

On the statement of Chief Murphy at Monday's conference that it was utterly impossible to properly run the department with nine battalion chiefs, \$5,400 was added to the budget, thus retaining the present number of battalion chiefs.

Veteran Firemen's Picnic.

According to Captain Brown, chairman of the Committee of Arrangements, the annual picnic of the Veteran Firemen's Association, Sunday, May 25, at Scheutzen Park, promises to be the biggest event ever held by the Vets. He reports the public have taken keen interest in the affair and states the committee experienced no trouble in disposing of more than the usual number of tickets.

An athletic, musical and amusement programme will be carried out. Following are the committee in charge:

Arrangements—George Brown, chairman; Thomas J. Coogan, secretary; John Murphy, Albert Leaf, Samuel McDowell, James Britt, Thomas Sands, William D. Waters.

Amusements—Edward Gillig, chairman; Henry Reid, secretary; Samuel Baker, William Brown, Henry Tricon, William Siewert, Richard Cox, George Bridgewood, M. J. O'Connell, John Cates, Charles Healey, Richard Downing, Thomas McLaughlin, William Conniff, Henry Casey, John Cahill, Shadrack Campbell, Frank Jordan, Frank Ellenberger, Leo Costillo.

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Meeting of the Fire Commission.

At a meeting of the Fire Commission, held May 23, we take the following excerpts from the Administrative Committee's report, which was approved by the Board:

From Battalion Chief Boden, reporting the suspension of John McCarthy, hoseman engine 29, for being under the influence of intoxicating liquor while on duty at the quarters of truck 8 on May 17. Charges filed.

From W. H. Brown, machinist at the corporation yard, requesting that he be allowed salary for four days absent from duty during the month of April, 1913, on account of sickness. Granted.

From Acting Battalion Chief Whitaker, submitting a complaint against Edward Carter, truckman truck 5, for addressing improper language to his superior officer, Capt. Otto, and for failing to respond to an alarm of fire with his company on May 6, 1913. After an investigation of this matter your committee recommend that Carter be deprived of one day's pay.

The following members were granted leaves of absence: W. P. Delany, extension of time off with pay on account of sickness; Hugh Carr, 14 days; H. J. Anderson, 15 days without pay, commencing July 1; Captain Dugan, 15 days without pay, commencing June 16; F. C. Gerlach, 30 days, on account of sickness, with permission to leave city.

Calendar of matters submitted to the Board upon which no action was taken by the Administrative Committee, as follows:

From Thos. Muldowney, captain engine 2, complaining against the actions of Frank Smith, lieutenant of that company.

From the testimony given in this case by Capt. Muldowney and Hosemen Witts, Regan and Haynes, who testified in his favor, proved conclusively that considerable estrangement has existed between Lieut. Smith and Capt. Muldowney and other members of the company for some time. Smith had no witnesses, with the exception of Battalion Chief Britt, but he might as well have introduced a dummy for all the aid or comfort he derived from the chief's testimony.

As to the complaint of supplanting his captain at fire, Smith admitted he might have been wrong, but denied all the other accusations made by Capt. Muldowney.

At the conclusion of the testimony Commissioner Brandenstein stated he believed that the lieutenant was guilty of using insulting language to his captain, when ordered by him to brush up the dormitory which was corroborated by two witnesses, Regan and Haynes, but this Smith denied. The commissioner then moved he be allowed another hearing to prove his innocence of the charge which was approved by the Board.

At the close of the trial Capt. Muldowney stated to the Board that he thought Smith should make application for a transfer to another company, in which the lieutenant virtually acquiesced, stating he did not desire to go back to the company on account of the strained relations between himself and Capt.

Muldowney. The next hearing will take place some evening next week at the call of the chair.

Resolution requesting temporary appointments for the month of June, 1913, where there are no civil service eligibles available. Approved.

Pacific Coast Fire Chiefs' Convention.

SEATTLE, WASH., May 10, 1913.

Editor Pacific Fireman.

The executive committee of the Pacific Coast Association of Fire Chiefs, acting with the Tacoma authorities, has fixed the dates for the twenty-first annual convention as Monday, Tuesday, Wednesday and Thursday of the last week in August, which will be the 25th, 26th, 27th and 28th of that month.

Preparations are being made that will insure a large and successful convention. Further notice will be sent by mail.

The convention will be held at Tacoma, Washington.

Respectfully yours,

HARRY W. BRINGHURST, Sec.

Around the Bay Cities.

[Special Correspondence.]

The Civil Service examination for firemen in the Oakland Fire Department will be held June 15. The examination for stoker will also be held on the same date. Any male applicant between the age of 21 and 35 years, who has been a resident of Oakland for five years and is a citizen of the United States, is eligible for this test. Both physical and educational test will be given.

Two firemen were seriously burned while fighting a fire in the home of Deputy Sheriff Reilly on the Redwood road, last week. C. Phaler, chauffeur for Chief Ball, and C. Sabero were burned about the face and hands while attempting to extinguish a blaze in the building. The fire started from a defective flue and the loss is estimated at \$1500.

Charges have been made by Prof. Lewis of the University of California, that the recent fire that destroyed the Rowe residence in Berkeley gained great headway because the water company had the hydrant shut off. The water company denies this and claims the hydrant was at fault. Commissioner Hoff will investigate the charges.

Councilman Stewart introduced a resolution at the meeting of the Alameda City Council Wednesday night to investigate the charges of Fire Commissioner Hynes that the department is out of date, the houses old and the apparatus inefficient.

The Alameda Council has appointed E. J. Bevan Police and Fire Commissioner, to succeed Frank Smith, whose term expired.

From the present state of affairs it looks as though Chief Steinmetz will not get the machine that the old council promised him. The chief's auto was made part of the platform of the present administration, and judging from the action at Wednesday night's meeting, the chief will be forced to do without the auto. The Police and Fire Commissioners ordered the machine some time ago

but did not complete the final arrangements until after the election. The car is now ready for delivery.

To Cross Bats with Healdsburg Nine.

The members of the fire department have the base ball germ in their system, and the only way to effect a cure for the disease is to get a number of them who are inoculated with the germ to play a real live base ball game. Now Ed. Shea and J. Walsh, seeing the condition of their brother members, have arranged a game with the Healdsburg team on the 1st of June. And in anticipation of a hard game, they have been practicing on their days off at Golden Gate Park.

A number of the boys were there last Saturday afternoon and with the "pep" they displayed the Healdsburgers had better look out for their honors. Tom Buckley was there and was putting the boys through a number of up-to-date base ball stunts, such as the hit and run, the hook slide, the double steal and a number of other things in modern base ball, when rain interfered and the boys beat it for cover; not that they were afraid of getting wet, as that is in their line of business, but someone suggested it was bad for the salary arm and it would be simply out of the question to have any one of the stars injured when so important a game was on.

Arrangements are now being made and those who have consented to make the trip and take part in the game are the following:

Ed. Shea, engine 33; P. Moholy, engine 11; Jesse Loh, engine 17; Ed. Comber, engine 20; Jas. Walsh, engine 38; J. Gavin, engine 31; F. Hughes, engine 23; S. Hackett, engine 34; A. Robertson, engine 31; C. Brennan, truck 4; E. Linderberg, truck 4; T. Buckley, corporation yard; Ham Iberg, corporation yard; Bill Parry, operator.

Members on their day off and looking for an outing are extended an invitation to make the trip. All are welcome.

At Kansas City, recently, the people, by a vote of 16,610 to 4,618, adopted the two-platoon system for its fire department, to go into operation January 1, 1914. This is the second city to vote for that system, the other, Seattle, Wash., putting it into effect on April 1. Two other cities now have it. Omaha, Neb. and Kansas City, Mo. Several state legislatures, including Massachusetts, have this year defeated bills for its adoption, and other bills are now pending in two or three legislatures.

Chief J. E. Nygren, Beloit, Wis., has recommended to the aldermen that the two-platoon system be put into force in the fire department.

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PACIFIC FIREMAN



VOL. X.—NO. 28

SAN FRANCISCO, SATURDAY, MAY 31, 1913.

Single Copies 5 Cents

Hillsborough's Motor Chemical Engine.

The San Mateo Leader of May 8, discussing the arrival of Hillsborough's new motor chemical fire engine recently had the following to say of it:

The American-La France combination chemical and hose fire apparatus has arrived. It is a handsome machine of which our millionaire neighbors may well feel proud.

At a meeting of the City Board last Tuesday evening a resolution was passed to the effect that should San Mateo or Burlingame have occasion to call upon the Hillsborough fire department and this auto-chemical apparatus a cheerful and ready response should be made to the call.

One peculiarity about this new machine is a little enclosed space with a door on the side, which aroused the suspicions of President Brewer, but when it was opened only showed some extra hose (fire hose). It looks like a handy place for cool things—champagne for millionaire fire fighters, for instance.

Any hopes that Walter Hobart or any other clubmen might have had to be chief of the new Hillsborough volunteer fire department were officially dispelled when the Board of Trustees appointed Walter A. Grant, a professional fire fighter, as chief. Grant will also drive the new auto chemical. It was suggested that a volunteer fire company be organized among the millionaire residents and that monthly fire drills be held.

With the arrival of the new apparatus the Hillsborough Trustees have taken occasion to express their grati-

tude to the sister cities of San Mateo and Burlingame, whose volunteer firemen have protected Hillsborough.

The Seagrave Pumping Engine.

The year has been signalized in this company's history by the production of the new motor pumping engine. This pump is of the multiple-stage turbine type and is the first one of this type of pump to be used in fire department service. This type of pump is being used in practically every other line of business where pumps are required, but not until the Seagrave Company had presented it to the public has there been one used in fire department work. Six of these pumps have been sold to Los Angeles, four to San Diego, one to Visalia, one to Pasadena, one to Oakland, one to Columbus, Ohio, and one to Sacramento.

This pump is made in 700 and 1,000 gallon capacity. The particular feature of it is the efficiency and the flexibility, it being possible to shut off any and all lines of hose at the same time without stalling the motor or causing complications in the way of using relief valves, turn valves, etc.

This firm is also bringing out a piston valve motor which opens and closes the ports at the proper time and seals the ports by means of a valve having rings the same as the rings on the big piston in the main cylinder of the motor. By the use of this piston valve motor all cams and valve lifter guides, springs for closing the valves, etc., are eliminated. The piston valve throttles only one-half as fast as the big piston in the cylinder,

hence the wear is reduced to a minimum. In other words, when the large piston is traveling 64 inches the valve pistons are only traveling 16.

Los Angeles.

The Los Angeles Budget Committee, says the Underwriters' Report, has rendered to Fire Chief Eley, the Mayor and members of the Fire Commission the ultimatum that not more than a 7 per cent increase over last year's appropriation for the fire department can be made.

As a result of this, not more than \$50,000 will be to hand for the extension of the service through the 107 square miles of the city. Members of the Budget Committee and City Council are agreeing with Fire Chief Eley that the only way to meet the city's needs is by making a new bond issue to the extent of \$350,000 or \$500,000, while Councilman McKenzie is urging \$1,000,000.

The need of the city acquiring the small water systems and placing them under the control of the city water department, the elimination of the \$15,000 or more expense now paid in rentals to private companies for water and fire hydrant service and the utilizing of future city appropriations for the maintenance of the expanding fire department are some of the features of the situation which have been recognized.

The feud between the Taunton, Mass., police and fire departments is at an end. The police were disgruntled because the firemen opposed the pension bill, and the firemen because the policemen did the same to the one-day-off-in-five bill.

Want More Drills and Practice.

Owing to the recent result of fires in Sacramento Fire Chief Anderson and his department has been subjected to some sharp criticism by the merchants. They claim there should be more practice and fire drills. Chief Anderson states that the lack of fire apparatus and the necessity of keeping all that is at present available in constant readiness has prevented his allowing the same for practice or drilling purposes. It is probable the city will purchase more fire apparatus.

Portland, Ore., has received a new American-La France auto pumping engine and also a La France auto combination hose and chemical wagon, the latter being the fourth of its kind to be received. The auto pumping engine was put through a series of tests. The volume of water delivered under the required pressure, requiring the pumping of water to a height of nine stories, and the speed of the engine on some of the steep and level grades of the city, were some of the tests.

A school for Cincinnati, O., fire chauffeurs was opened last week at engine company 45, to instruct firemen in the operation of the new combination chemical engines and hose car which will soon be put in service. Fifty firemen from the various engine houses have been registered and they will be divided into three classes. It is the intention of Safety Director Cash to devote three days each week to instruction work.

James J. Rowley, lieutenant of engine company 5, and John Dooley driver of engine company 96, have been elected trustees of the Chicago Firemen's Pension Fund. Rowley received 965 votes and Dooley 976. \$268,505.17 was paid out in pensions from January 1, 1912, to December 31, 1912.

The movement to raise the salary of all Detroit, Mich., firemen \$100 a year is meeting opposition.

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The Berkeley City Council is considering the advisability of calling a bond election for establishing a high pressure water system for adequate fire protection. Two reservoirs of 100,000,000 gallons capacity each are proposed.

Alcazar Theatre.

There is no finer war play than "The Heart of Maryland," which is to be revived next Monday night and throughout the week at the Alcazar, with Alice Fleming and Kernan Cripps leading an augmented company. Written by David Belasco, it reveals in abundance the wizardry of the stagecraft. Viewed from an angle, it defies detection of imperfect workmanship. Its story was ingeniously conceived and is interestingly unfolded, affording opportunities for effective acting by almost every person in the cast and enabling the scenic artists and mechanics to invest their best talents in the construction of inanimate accessories. To all of which may be attributed its retention of popularity long after many plays with similar theme have been permanently retired. When last presented in the Alcazar, about five years ago, "The Heart of Maryland" exceeded the management's most sanguine expectation by exceeding a fortnight run, and that it will be witnessed by crowded audiences during its revival is certain, for special inducement to attend is offered to all who wear or have worn Uncle Sam's military or naval uniform.

Empress Theatre.

Frank Stafford, assisted by Miss Marie Stone will headline the new bill at the Empress Sunday afternoon, presenting a novel nature idyl, entitled "A Hunter's Game." "Rox" and "Don" English, the Irish setters, are introduced in this act. Another spectacular feature will be Bothwell Brown, in a pantomimic dancing production of the historical death of Cleopatra, entitled "The Serpent of the Nile." Mr. Ernest Young and a ballet of twelve dancing girls make up the company. The monologue that made Al Herman famous in vaudeville in less than a year is the third feature. Sidney Broughton and Grace Turner, former favorites of "The Red

Rose," "The Gypsy" and "The Prince of Pilsen" will present "Just Landed," a tuneful oddity. Moffat-La Reine Company, human dynamos, offer an exhibition of power over electricity. More comedy will be served by W. C. Hoefler, the cycling clown, who makes fun on a bicycle that will not behave. Lillian Holmes, a cultured contralto, will make her debut in vaudeville.

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Postoffice at San Francisco, Cal., under the Act of Congress
of March 3, 1879.

The further hearing of Lieut. Smith's case is scheduled to come up before the Board at the call of the chair next week.

We regret to announce that upon the recommendations of Commissioner Johnson and Chief Kenlon, that the Malone bill, which was passed by the New York legislature, granting the two-platoon system to the firemen of New York city and other cities of that state, has been vetoed by Governor Sulzer.

The Civil Service Commission, following the decision of Judge Murasky in upholding the elimination of the physical test, examinations for promotions from battalion chief to assistant chief in the department will be held along about the first of July, as one or two of the chiefs take their vacations about the 15th of June.

Jerry Collins, who was recently promoted to captaincy in the department and assigned to engine company 29, the Civil Service Commission has decided that he must relinquish the position as Chief Murphy's operator for which he is at present drawing a salary of \$125, if he desires to receive a captain's salary of \$155.

Chief Murphy, speaking of men charged with being addicted to using liquor while on duty, stated that many good men get their skins full of liquor, but use good sense and judgment in not allowing it to interfere with their business. Supposing we had many members in the department like McCarthy and Mathison, what would become of the lives in the Webster street fire. I would rather see house after house go up in flames than know that one human being perished or in any way maimed through the neglect of the department in rescuing them.

The Fireman's Herald of May 14, editorially commenting on New York's municipal employees' parade, especially the part firemen and fire apparatus played in it, says: "Many persons who usually know what they are talking about say that public parades of firemen and apparatus in large cities are out of place. That sort of thing, they say, was all very well years ago, and still serves a useful

purpose in small villages and small towns and at firemen's conventions. In fact, many a city has discontinued the annual parade of its force because it has felt that such a demonstration is rather rural and unbecoming in the rank, dignity and stature of a full-fledged city or large town."

W. J. Mathison of engine 35, who was suspended for one year for being under the influence of liquor and failing to respond to an alarm with his company, appeared before the Board Thursday. When the box came in Mathison was asleep on the table, and Capt. Woods being unable to awake him, after shaking him, was compelled to respond to box without him. When the company returned, after an absence of an hour and a half, Mathison was still asleep. Commissioner Brandenstein, owing to Mathison's bad record, suggested that he be dismissed from the department, but after some discussion and a plea for leniency by President Hammer and a promise from Mathison to make good if given a last chance, it was so ordered. Upon Chief Murphy stating that there being no vacancy, Mathison would have to wait a few days before being assigned. It was the sense of the Board that he again enter the service as a probationary member, and upon any violations of the rules that he be dismissed from the department.

Politics Barred.

According to an order issued by Chief Eley of the Los Angeles Fire Department, any member of the department found guilty of political activity during the present campaign will be subject to summary dismissal from the service.

In his order the chief says: "You are hereby notified that you must refrain from any political activity. You will bear in mind that you are paid by the taxpayers of this city to protect life and property, and not to do politics. Political activity on the part of members of the department only engenders bad feeling and destroys the efficiency and discipline of the department, and the public suffers in consequence. Such action on your part is also contrary to Section 8 of Rule 7 of the Civil Service rules and regulations, under which you were appointed. It is not the intention of this order to interfere with your rights as an American citizen to vote for whom you please, nor does it prevent you talking to any candidate for political office, but it does prevent you being active in politics. Any member found guilty of violating this order will be subject to summary dismissal from the department."

Civil Service Commission Wins Out.

According to a decision handed down by Judge Murasky of the Superior Court last Friday in the John R. Maxwell case, who enjoined the Civil Service Commission from holding an examination for first and second fire chief engineers in the fire department, without a competitive physical test, the Civil Service Board has full discretionary powers

over examinations for promotions.

Maxwell brought suit alleging that his position might be filled by a man who was physically incapable of attending to his duties. A temporary injunction was issued and the examination which was scheduled for two months ago has never taken place.

Judge Murasky held that the Board of Civil Service Commissioners is a power unto itself and that the courts have no jurisdiction to interfere in its work.

The judge also says that in his interpretation of the city charter it is mandatory for an applicant for an original appointment to any branch of the city government to take an examination as to his physical qualifications.

In cases, however, where the man is already a member of one of the city departments and is to take an examination for promotion in that department it is wholly within the discretion of the Civil Service Commissioners whether he shall again pass a physical test.

Test of American-La France Auto Engines

In the test of the two American-La France motor chemical fire engines, held Saturday, May 24, barring an accident to the carburetor of one of the machines which took fire while ascending the California-street hill, between Stockton and Powell streets, and had it not been for the presence of mind of Sam Makowitz, driver of chemical company 3, would undoubtedly have been more serious, but Makowitz extinguished it and in doing so risked being very badly burned, otherwise both machines more than met all requirements of Fire Commissioners Hammer, Dillon and Pfaeffe, Chief Engineer Murphy, Superintendent of Engines Birmingham and R. S. Chapman, Manager Altizer of the American La France Fire Engine Company of California, besides many other gentlemen interested in fire department affairs.

The second machine went through without any mishap and showed excellent endurance and speed in climbing the steep hills. The requirements of the department for motor fire apparatus are most severe, owing to the steep grades of some of the city streets, that only the most approved motor apparatus can be successfully used by the department.

After the speed test of the hills a run was made out to Golden Gate Park and the ocean boulevard. On some of the easy grades on Haight street it is said forty-five miles an hour was attained, and on level thoroughfares a speed of fifty miles was easily maintained.

Owing to the accident to the first machine, before it can be accepted by the department, it will be necessary that another test take place, but we have not been apprised of the date.

Webster Street Fire.

Captain Sewell took photographs from every angle of the fire at 1328 Webster street Tuesday, which were on display at the meeting of the Board Thursday morning, in which Patrolmen H. W. Levy and T. M. Hyland

distinguished themselves in saving the life of Mrs. Anna Schaffer, at the risk of being nearly suffocated from the blinding smoke. Emma, Grace and Irving Inez, children, were overcome by smoke. Sydney Inez, aged 8, was overlooked in the excitement and was found sleeping. He was restored to his frantic parents.

Meeting of the Fire Commission.

At a meeting of the Fire Commission, held May 29, we take the following excerpts from the Administrative Committee's report, which was approved by the Board:

From Wm. Jeffers, engine 20, requesting an extension of time on his leave of absence, on account of sickness. Granted.

From the Board of Public Works, stating that Consulting Architects have been directed to prepare specifications and plans for engine house at Twenty-second and Wisconsin streets; also Class "C" building at Southwest corner of Drumm and Commercial streets. Filed.

From the Board of Public Works, stating that they have requested an opinion from the City Attorney regarding the responsibility of the Board to repair the damage to the high pressure system on O'Farrell street, between Stockton and Powell, on April 29, 1913, occasioned by cave-in. Filed.

From J. B. Cane, driver chemical 8, requesting that he be granted a leave of absence for two weeks, without pay, commencing June 1. Granted.

From John Bohan, stoker engine 19, requesting that he be granted a leave of absence, without pay, from June 17 to July 1. Denied, as too many previous applications have been granted for the period applied for, and that Mr. Bohan be advised by letter to that effect.

From the chief engineer, recommending that the Board of Public Works be requested to have the crown of the grade reduced on the northern side of the hill on Union street at Leavenworth. Approved.

From the chief engineer, recommending that the proper authorities be requested to have gas mains installed in the vicinity of engine 47, so that that company may have gas service. Recommend be approved, and gas company be requested to give immediate attention to the matter.

Authorization for the purchase of one 2 hour Dreager helmet complete, \$140; one extra cylinder for same, \$15; six extra cartridges at \$1.80 each, \$10.80. Total \$165.80. Authorization for purchase granted.

From Frank Baicalupi, thanking the department for the installation of a fire hydrant at Geary and Collins streets. Filed.

From D. R. Sewell, captain engine 30, enclosing letter from Hirsch & Kaiser, giving prices on photographic material and supplies, and asking that same be purchased for use in the department. Authorization given for the purchase of one Graflex camera, \$110; 5 x 7 Voightlander holier lens, \$90, and one dozen plate holders, \$15. Total, \$215.

From the San Bruno Avenue Improvement

Club, expressing their appreciation of the promptness and zeal of members of this department in extinguishing fire at Harrison Primary School on May 12. Filed.

From the chief engineer, submitting a list of probationary members who have been satisfactorily passed upon at the school of instruction and the drill tower. Filed.

From the chief engineer, recommendation for installation of fire alarm box 834 at Edinburgh and Avalon streets in the Excelsior Homestead District. Approved.

Calendar of matters submitted to the Board upon which no action was taken by the Administrative Committee, as follows:

From Jas. Bohan, stoker engine 19, requesting a leave of absence, without pay, from June 1st to June 15th, on account of business. Granted.

From T. J. Harrington, lieutenant truck 5, requesting a further leave of absence, with permission to remain in the country, on account of illness. Granted 30 days.

From the chief engineer, reporting the number of pieces of motor-driven apparatus in the department and location of same; also list of apparatus contracted for. Filed.

Receiving of bids for dry-docking, painting and general repairs to fireboat David Scannell, in accordance with resolution passed by the Board May 16, 1913. Awarded to Union Iron Works for \$1046.

From the Civil Service Commission, authorizing temporary appointments for the month of June. Filed.

Trial of John F. McCarthy, hoseman engine 29, for being under the influence of intoxicating liquor while on duty May 17.

McCarthy, upon appearing before the Board Thursday, admitted that he was guilty as charged. Commissioner Brandenstein asked him if he had anything to say why the penalty of six months' suspension should not be carried out. Upon receiving a negative reply, the commissioner turned to Battalion Chief Boden and asked him what he would suggest in the matter. The chief stated, in answer to the commissioner that McCarthy resign from the department, as he had talked and advised him to entirely refrain from liquor on numerous occasions to no avail and considered it a hopeless case. When asked if there were no mitigating circumstances Boden said there might, after which McCarthy's record was produced, when it was found that this was his fourth appearance before the Board. At this juncture President Hammer came to McCarthy's assistance with a humanitarian plea for the man's wife and children, who were depending upon him for their support, requesting that he be given one more chance to retrieve; that he be not dismissed, but that his suspension should date from day of his suspension by Battalion Chief Boden for six months; also that he should report to Boden monthly as to his good behavior in refraining from intoxicating liquor, while the chief in turn will report to this Board monthly also, which was approved by the Board.

Subscribe for the PACIFIC FIREMAN.

The Veteran Firemen's Picnic.

The Veteran Firemen's Association of San Francisco held its 14th annual picnic and reunion Sunday, May 25, at Scheutzen Park. The veterans and their friends, numbering about 2000, participated. It was a grand success socially and financially.

The day was ideal, and those assembled tried to outvie the weather, and not a single happening occurred to mar the pleasure of the day. The boat and train service was up to the regular standard, about 500 arriving at the park by the forenoon trains, but the crowds swarmed in in the afternoon.

The morning was occupied in going the rounds of the party renewing and reviving old acquaintances. After luncheon was partaken of, dancing was indulged in to the strains of splendid music, and during the afternoon games for old and young were run, three prizes being awarded to the winners of each event; there were running races for boys and girls, 12 years and under, young men and young ladies, fat men and fat women, old men and old ladies, married men and married ladies, members and members' wives, also free-for-all races. The sports were something out of the ordinary.

The committee in charge of the races were: Past President W. H. Williams, judge; ex-Battalion Chief Harry Horn, starter; Comrades D. J. Harrison and Capt. W. J. Kenneally of engine 14, time keepers.

President A. C. McKenzie and his estimable wife, with others of her lady friends, entertained handsomely, serving an elegant lunch, both solid and liquid. The special guests were Past Presidents Baker and Williams.

We also noticed among the guests ex-Chief P. H. Shaughnessy and ex-Assistant Chief E. F. McKittrick.

A very elaborate programme was gotten up for the occasion and distributed to each person entering the gate. Everybody enjoyed themselves highly, the time for home going coming by far too early.

The affair, we understand, was the best ever held under the auspices of the association, and the various committees deserve great credit for their untiring efforts in making the 14th annual outing such an eminent success.

Captain Curran of engine 9 is making elaborate preparations for a big rich Mulligan stew. He is stuffing several big buck rabbits for the occasion. Every morning when he goes out to feed them the bucks cannot understand why all this fine barley and other good things which rabbits delight to munch. The captain believes they are beginning to eye him with suspicion. They have begun to think he has evil designs on them. The date for the big festival will be duly announced so the boys can make ample preparations for a royal feast.

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PACIFIC FIREMAN



VOL. X.—NO. 29

SAN FRANCISCO, SATURDAY, JUNE 7, 1913.

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Stockton's Antiquated Fire Apparatus.

A Stockton paper of recent date, speaking of the fire-fighting equipment of that city, says: "The Merchants' Association has protested to the City Council against the ancient fire-fighting equipment used. The whole truth about that pile of junk on wheels, officially known as fire equipment, has never been told, but Chief Murphy has said that his men have cause to be afraid to build fires in the engines, as they are old and dangerous and may blow up at any moment. Chief Murphy further said that if he had his way about it he would dump them in the slough and the fire department would be well rid of a menace. The council is not to blame for the condition of the fire equipment, but it will be unless the city is given an opportunity to vote bonds so that adequate equipment may be secured. If the bonds are defeated, then the council will be absolved and the citizens will have to endure the risks that Stockton runs from fire. This city has been particularly fortunate that the business district has not been wiped out. A little blaze and a high wind and all that the bravest fire laddies and ablest chief could do would not stop the conflagration. Stockton is in danger, and the Merchants' Association has done well to again call attention to that fact."

Firemen Probe Urged.

A grand jury investigation of the finances and methods of the Firemen's Benevolent Association of New York city has been sought by Fire Commissioner Johnson in a letter addressed

to District Attorney Whitman. Appended thereto was a statement by Walter Duggan, a fireman and member of the organization, that while its officials announced recently that there was a balance of \$93,000 in the treasury, he estimates that the balance should be \$243,000. How the money has been spent is what the commissioner would like to know. The two-platoon bill, recently passed by the legislature, was supported by the association. There is a city ordinance prohibiting any member of the uniformed force from contributing to any political fund.

At last week's meeting of the Los Angeles Fire Commission Chief Eley was reappointed by the Mayor. He was given a leave of absence for one year, which he will take under the heading of a captain in order to secure his civil service standing. While on his leave of absence, the chief will attend the convention of the International Fire Engineers, which will be held at New York next September. The Fire Commission has recommended to the City Council that an appropriation of \$350 be granted him for the expenses of his trip to New York, and while there he will make a strong bid to secure the International Fire Engineers' convention for Los Angeles in 1915.

While practicing in the street was being held by engine company 20 of Los Angeles, the firemen lost control of the hose and a severe accident resulted to Glen Knabenshine, residing at 112 North Harvard boulevard, who was observing operations. He suffered a broken leg as a result of the hose striking him.

A Poor Opinion of Jerusalem.

Fire Commissioner Sidney T. Manning of Baltimore has just returned from a tour of Europe, and from his opinion of the city of Jerusalem it must be a very dirty place. "I will knock the block off the first man who again attempts to sing to me 'Jerusalem, the Golden.'" He meant the earthly Jerusalem, and said Commissioner of Street Cleaning Larkins would need 1,000 men and carts a day to clean up the streets and make them look like the streets of Baltimore. Commissioner Manning saw many things that interested him, but what he talked about most was a drill of the London Fire Department, which he witnessed at Southwark. His comment was that London seemed to pay particular attention to the soldiery appearance and drill of its firemen. The engines, he said, were lighter than those of the Baltimore department. At the same time he did not seem to think that the apparatus here would be suitable to London, the street conditions being different there. Mr. Manning said that London had forty motor engines and was going to buy more. The drill he saw was a regular Wednesday drill of the department. "I saw no people, country or place that suited me as well as my own."

W. F. Nelson, member, of the fire department of Memphis, Tenn., died a few days ago from lockjaw resulting from injuries received while fighting a fire.

Henry P. O'Bryan, of Troy, N. Y., died a few days ago from injuries received while at a fire.

"Smoke-Eater" Shaw of the New Orleans Department.

The transfer of Captain E. J. Shaw of engine company 20, in the Dryades Market, to engine company 2, Julia street, New Orleans, says Fire and Water Engineering, has revived the memory of many incidents in his career. For sixteen years he has been in the Thalia street company, and during that period he earned for himself a reputation that easily placed him at the top of the city's firefighting force, and he was looked up to on all sides as one who would give the best service to the Dryades street business men and, besides, would be in easy reach for the large fires common in that district. During the whole of his connection with the department his sole idea has been to be known as a fireman and nothing else. As the best all-around fireman in the department he stands acknowledged by all, and as he has sustained the most injuries of any man in the service, some idea may be gained of his intripidity and fearlessness. Two instances of each quality may be quoted: Some years ago at a large hardware fire on Dryades street, the report gained currency that there was a number of demijohns of gasoline in the path of the flames, and if they were once reached by the flames there would be trouble and a-plenty of it, at that. Shaw heard what was wanted and was the first man to volunteer. He crawled in on his hands and knees and made four trips, until every bit of the gasoline was removed. His hands and face were blistered, and the only comment of the "Smoke Eater" was, "Well, chief, I got the darn stuff." When Driver Leveque was pinned in a third story attic, and all escape cut off and death seemed imminent, Captain Shaw scaled a steep slate roof and swung himself down into a window until Leveque's rescue was effected.

At all of the large fires in the business district whenever the cry goes out that a man is hurt or burned, the usual comment is, "I bet you Shaw is hurt." The man is a perfect wizard when it comes to twisting in and out of tight places, and it is said that he can stand more smoke and flame than any youngster in the business. On

the ladders he is as agile as a monkey. He is always at the pipe, and only gets excited when he cannot be the first to enter the burning structure.

At last week's meeting of the Los Angeles Fire Commission the following men were appointed, at the recommendation of the chief: Eli O. Carlsen, lieutenant; Geo. A. Kelley, captain, and Emil H. Holmes, fireman.

At a recent meeting of the Firemen's Pension Board of Los Angeles, the death of two pensioners were reported and the adjustment of insurance referred to the City Attorney. Thos. J. McDonald, captain, entered the service in 1895, and died May 11, 1913, as the result of an accident. Wm. Stewart Rowan, lieutenant, entered the service in 1891, and died in San Francisco while on the pension list, May 17, 1913.

Alcazar Theatre.

What promises to be the most brilliant season in Alcazar history is to commence next Monday evening, when Leo Ditrichstein, the noted actor-author, will appear in David Belasco's greatest comedy production, "The Concert," in which he will be aided by three prominent members of his original support, Isabel Irving, Cora Witherspoon and Madge West, with Alcazar players completing the cast. Mr. Ditrichstein and the Misses Irving, Witherspoon and West have come direct from the Belasco Theatre, New York, where "The Concert" closed its third consecutive year as a high-priced attraction in that city and on tour. Notwithstanding the extraordinary expense of obtaining the play and its principal interpreters, the Alcazar management will adhere to regular admittance rates, which are fifty per cent less than those which were charged for the privilege of witnessing the same performance in this city a few months ago.

Empress Theatre.

The headline attraction at the Empress Sunday afternoon will be Mr. Hal Stephens, the distinguished character player presenting "Famous Characters in Famous Scenes." The feature attraction is a novelty fresh from the London Hippodrome, pro-

vided by the Nathal Trio, one member of which climbs up into the boxes and along the edge of the balcony in such a manner as to prompt the question, "Is it man or monkey?" The Four Melody Monarchs will be another feature of a strong and active comedy bill. Gales of laughter will follow in the wake of Van Cleve-Denton and "Pete." Pete is a mule that is almost human. Fred (Broomstick) Elliott, with his one-stringed fiddle and his quaint rube mannerisms, will keep patrons on the alert. A diverting comedy playlet entitled "A Snap Shot" will be presented by Joseph and Mara Dowling, old-time favorites. Sid Vincent and Irene Lorne have a series of songs, dances and characterizations.

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San Francisco, Telephone Franklin 6867.

Entered as second-class matter March 21, 1908, at the
Postoffice at San Francisco, Cal., under the Act of Con-
gress of March 3, 1879.

Owing to Captain Muldowney being in the
hospital, the further hearing of Lieut Smith's
case was put over.

At a meeting of the Pension Board last
Monday night, George McDonald was granted
a pension for disability, to take effect July 1.

The Finance Committee of the Board of
Supervisors has seen fit not to recommend
the appropriation to purchase a camera and
supplies to be used by the fire department in
taking photographs of fires, etc. They claim
it is entirely unnecessary, stating the police
outfit is at the department's disposal.

During April the fire loss in Seattle was
\$23,623.78, of which \$12,947.66 was in build-
ings and \$10,676.12 on contents. There were
115 alarms; actual fires, 98; fires with loss,
47; no second alarms and but one special call.
The total value of buildings and contents in-
volved in fires, \$300,369.55.

The recent court decision in Seattle sustain-
ing the action of the Board of Public Works
in purchasing three Seagrave motor hook and
ladder trucks, will probably end the political
and newspaper activities which have pestered
the Board for the past three years. Seattle
can now buy fire apparatus and hose on merit.

Chief Officer Harrie B. Lee of the Melbourne,
Australia, Fire Brigade, reached Seattle the
early part of last week, having landed in
Victoria late last month. He has been sent
by his municipality to inspect fire apparatus,
especially motor, in the principal cities of
this country, Canada and Europe, and will
not arrive in Australia again until the middle
of October. On last Saturday he witnessed
the official test of the new Gorham engine at
Tacoma and was much pleased, but thinks so
powerful a machine unnecessary in his city.

On the morning of June 1st, the big Sea-
grave motor aerial truck at Seattle fire head-
quarters, turned from Third avenue South
into Jackson street at a high rate of speed.
A freight car was in the street and the hind
end crashed into it, hending the channel
frame, sixth wheel, hind axle and other rear
parts. Fortunately no one was seriously
hurt, a sprained ankle being the worst injury
to the men. The most unfortunate feature
is that Seattle has no reserve truck and con-

sequently No. One will be off the map for
some time to come. Their truck had run 22
months without having to go to the shop.

In an article which appeared in last week's
issue in connection with W. J. Mathison's
appearance before the Fire Commission, at
the expiration of his one-year suspension,
which he spent in visiting the picturesque
spots of England and Ireland, we erred in
stating he was a member of engine company
35. At the time of Mathison's suspension he
was a member of engine 6 and was suspended
by Acting Battalion Chief Conroy (now cap-
tain of engine company 22), on complaint of
Captain Lawson. It is the wish and hope of
the editor of the PACIFIC FIREMAN that both
he (Mathison) and McCarthy make good and
never again appear before the Board except
for some meritorious action.

Relief Fund Acknowledgements.

DEPARTMENT OF PUBLIC SAFETY.

Dayton, O., May 22, 1913.

Mr. Geo. F. Brown, Secretary Fire Department Mutual Aid
Association, 2136 Geary Street, San Francisco, Cal.

Dear Sir:—Some few days ago I received a
letter from you stating that your organiza-
tion had turned over to Mayor James Rolph,
Jr., the sum of \$2008.50 for the unfortunate
firemen of this city. To-day Edward Philipps,
Mayor of this city, has handed me your draft
for this amount.

I can assure you that I am unable to express
in writing my thanks to your organization
and yourself for this magnificent gift, for you
have given as only those who have met with
such a disaster could understand how to give.

As yet the men of the department are not
aware of this most generous offering, but as
soon as they are informed of the fact, I am
sure you will receive many letters of thanks.

Respectfully yours,

FRANK B. RAMBY.

Chief of Fire Department.

EXECUTIVE DEPARTMENT.

Dayton, O., May 22, 1913.

Hon. James Rolph, Jr., Mayor City of San Francisco, Cal.

My Dear Sir:—I am in receipt of your letter
of the 13th inst., with check for \$2008.50 for
the stricken firemen of this city. I have de-
livered this to Mr. Frank Ramby, chief of
the fire department, who will see that proper
distribution is made.

I wish to express my sincere thanks to the
fire department of your city and to yourself
for this most generous and noble deed, and
you can rest assured that same will always
be remembered.

Respectfully yours,

EDWARD PHILIPPS.

Mayor City of Dayton, Ohio.

MAYOR'S OFFICE.

San Francisco, May 29, 1913.

Captain George F. Brown, care San Francisco Fire De-
partment, San Francisco, California.

Dear Captain Brown:—It affords me pleas-
ure to hand you herewith a letter received by
me from Mayor Philipps of the city of Dayton,
Ohio, acknowledging receipt of the generous
contribution of the firemen of San Francisco
to the stricken firemen of Dayton, and sent

to the mayor through me at your request.

I know you will be pleased at the tenor of
Mayor Philipps' letter, and I again desire to
express my thanks and appreciation at the
generosity displayed by our own San Francisco
fire boys, in whom I feel a personal as well as
an official interest.

Very sincerely yours,

JAMES ROLPH, Jr., Mayor.

Business Meeting of David Scannell Club

SAN FRANCISCO, May 29, 1913.

A specially-called meeting of the David
Scannell Club was held May 29th, 1913, at 7
p. m., at Veteran Firemen's hall, 368 Fell
street.

The meeting was called to order by Presi-
dent Alexander George. Secretary Charles
Brennan and Director Frank Smith were
absent.

The following bills were ordered paid: C.
W. Nevin & Co., printing, \$25; Veteran's
Hall Association, hall rent for April and
May, \$10.

The Committee on Constitution and By-
Laws presented a draft of a constitution.
After a general discussion, the president was
ordered, on a motion regularly made, seconded
and carried, to have sufficient copies made
and to present one to each director for further
study and consideration.

On a motion made, seconded and carried,
the Humboldt Savings Bank was designated
as the depository of the funds of the club.

A motion was unanimously adopted stating
that it was the sense of the directors that the
members of the club should be fully ac-
quainted with the proceedings of each meet-
ing of the Board of Directors and that the
columns of the PACIFIC FIREMAN should be
used to accomplish this purpose.

The secretary reported the collection of
dues and initiations from six hundred and
fifty-three members.

The treasurer's report showed a balance on
hand of \$294.

A motion was made to adjourn at the call
of the chair. Seconded and carried. The
meeting then adjourned.

S. J. SPEAR,

Secretary Pro. Tem.

We are requested to announce the coming
nuptials of Michael Dwyer of engine com-
pany 21 by his many friends. The bride-to-
be is the beautiful daughter of an old Spanish
family, who is at present employed as an
operator in the San Francisco Telephone Ex-
change. The marriage is to take place Sun-
day, July 20, and will be solemnized in the
Sacred Heart Church. We understand the
happy pair will spend their honeymoon in
Honolulu, as the bride has relatives residing
there. Dwyer has a host of friends in the
department, and the young lady is a general
favorite among her numerous co-workers. The
many friends of the couple extend congratu-
lations, including the editor of the PACIFIC
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Meeting of the Fire Commission.

At a meeting of the Fire Commission, held June 6, we take the following excerpts from the Administrative Committee's report, which was approved by the Board:

From A. J. Anderson, hoseman engine 45, requesting that the date of the leave of absence for fifteen days heretofore granted him, be changed so as to commence on July 16th instead of July 1st, as stated in his original application. Granted.

From Battalion Cook, submitting a complaint against J. Woodman, hoseman engine 5, for addressing insulting language to his superior officer, Lieut. Isaacs of engine 5, on May 26. Referred to the Board for hearing.

From the Civil Service Commission, that if J. L. Collins, captain engine 29, continues in the position as operator to the chief engineer that it will not approve of his salary demand as captain in the department. Referred to City Attorney.

From the Foreman Hydrant, requesting that the Hydrant Department be furnished with a typewriting machine. Referred to the Secretary of the Board to report back.

From the chief engineer, calling attention to the need of repairs to the drill tower and recommending that the same be given a general overhauling and that some additional equipments be installed. Approved and that the chief engineer prepare a list of the repairs and alterations required to be submitted to the Board of Public Works.

From Louise Nippert, notifying the Board that she is about to excavate her lot adjoining on Stockton street occupied by engine company 5, and requesting this department to take the necessary steps to protect its property. Referred to Board of Public Works for immediate action.

The following applications for salary on account of disability, resulting from injuries received in the discharge of duty, were allowed:

Michael A. Foley, hoseman engine 19, requesting that he be allowed salary during disability, resulting from an injury to his foot while working at a fire on May 6.

Joseph Nannery, driver engine 44, requesting that he be allowed salary during disability, resulting from an injury to his foot while working at the quarters of his company on May 3.

Frank Murphy, lieutenant engine 45, requesting that he be allowed salary during disability, resulting from an injury to his wrist while on duty at the quarters of his company on April 8.

A. A. M. Carte, truckman truck 12, requesting that he be allowed salary during disability, resulting from an injury to his arm while on duty at the quarters of his company on April 30.

P. W. Lally, truck 9, requesting that he be allowed salary during disability, resulting from an injury to his foot while working at a fire on May 18.

F. C. Gorbach, hoseman engine 5, requesting that he be allowed salary during disability, resulting from an injury to his foot

while working at the quarters of his company on March 15.

From T. J. Sheehan, engineer engine 32, requesting a leave of absence for twelve days, without pay, commencing August 1. Granted.

From the Comptroller of the Panama-Pacific Exposition Company, explaining that a number of the members of the department are failing to pay their subscriptions made to that company. Referred to the chief engineer to call to the attention of the members.

From the chief engineer, recommending that the pits for the hydrants and hydrant valves at the Fair Grounds be made large enough to accommodate the regulation high pressure valves of this department and also that a man from this department be detailed to work in conjunction with the fire protection engineers while the high pressure pipes are being installed there. Approved and that the matter be referred to the chief engineer to take up with the Panama-Pacific Exposition Company.

From the City Attorney, submitting an opinion in the matter of the members of the Underwriters' Fire Patrol being entitled to free installation and maintenance of fire alarm tappers. Filed and a copy forwarded to Chief Nixon of the Department of Electricity.

Calendar of matters submitted to the Board upon which no action was taken by the Administrative Committee, as follows:

From Lieut. A. Isaacs, Acting Captain engine 5, complaining against the actions of Hoseman J. Woodman of that company.

When Isaacs and Woodman were sworn, Isaacs was asked to tell the Board about the case. He had no sooner started in than Woodman stood up and addressing himself in a loud voice personally to Commissioner Brandenstein, calling him "chief," denied every statement made by Isaacs. Both were standing up, yelling and gesticulating at once, making such a din that Commissioner Dillon had to remind them they were not in a Broadway dive and told them to take their seats, the commissioner assuring Woodman he would be given a chance to air his side after Isaacs.

The Board, after hearing the testimony of both contestants and witnesses, decided that a reprimand and a few words of caution from Chief Murphy to both men in future would do this time, providing Woodman would apologize to Isaacs, which he promised.

From the Webb Motor Fire Apparatus Company, notifying this Board that chemical engine was shipped on May 31, 1913, and requesting extension of time until June 25, 1913. Granted.

Matter of the selection of fire line badges for the ensuing fiscal year, 1913-14, and authorizing the secretary to purchase same. Approved.

Approval of specifications covering installation of an equipping fireboats with marine engine semaphores. Put over next meeting.

From the chief engineer, calling attention to the fact that no provision has been made in the budget for 1913-14 for the position of first assistant chief engineer in connection with the auxiliary high pressure system. Put over one week.

Fireman Nine Good Losers.

The Fireman nine, comprising the picked talent of the San Francisco Fire Department, went up against Healdsburg's crack nine in that city last Sunday and took their wallops to the tune of 7 to 1 so good naturedly that the Healdsburgers invited them to come again, later on, and take another, but the boys declare it will be horse and horse next time.

In a communication to this paper a member of the Fireman's nine writes of the game as follows:

The game started with the Fireman at the bat, and Loh hit one to center that looked good for a single, but after a hard run the center fielder made a great catch; Hackett walked, Hughes fouled to the catcher and Shea lined one into the waiting hands of the right fielder. No runs. Healdsburg, in their turn, scored one run. The score stood one to nothing until the fourth inning, when the Fireman tied the score; Hughes, the first man up, singled, Shea then singled, sending Hughes to third and Moholy scoring Hughes by a clean drive to center. The score stood one to one until the last of the seventh, when luck played into the hands of the home team, they scoring two runs without a hit, the umpire giving them a shade on close ones. It was in this inning that Moholy brushed off the plate and the umpire made the remark that if he had done that before he might have given him some that cut the corners.

The Fireman got busy in their half of the eighth and it looked as if they would even up the score, for with three on bases and only one out, Comber hit a line drive to right that looked good for a home run and it looked mighty blue for Healdsburg; but they did not figure on Bennett, the right fielder, who made a great catch and easily doubled Walsh at second, who had already crossed the plate, thinking Bennett had no chance to make the catch.

In the last half Shea struck out Miesner and Bennett, hit Fox; McCord got one on an error, Fox going to second; Mitchell then advanced them to the next station with a single and then Kennedy with two and three hit a long foul to left that bounced in the grass, and, to the surprise of everybody, the umpire called it a fair ball, and before they found the ball four runs were scored. Neither side done anything in the ninth, the game ending—Healdsburg 7, Fireman 1.

The line-up was as follows:

Fireman	Healdsburg
Moholy	Woodmansee
Shea	Fox
Lindenberg & Buckley	Joss
Loh	Maher
Hughes	Mitchell
Comber	Kennedy
Cunco & Collett	Bennett
Walsh & Gavin	McCord
Hackett	Miesner & Hatfield

The boys had a line time and the Healdsburgers declare the Fireman nine to be the best losers that ever hit the town.

We understand the Fireman nine put up a good game at Goat Island, Saturday, June 7.

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WENHAM & PAUL

PACIFIC FIREMAN



VOL. X.—NO. 31

SAN FRANCISCO, SATURDAY, JUNE 21, 1913.

Single Copies 5 Cents

Does Motor Apparatus Mean Fewer Men?

It has not been found by experience that the motorizing of fire departments has led to a reduction of the number of men, the Director of Public Safety John H. Dailey of Pittsburg is reported as saying that this is one of the economies which motorizing fire departments will eventually effect. Speaking of his own department, he calculates that if it were completely motorized a saving of about \$85,000 would result. Concluding his statement, he says:

"A very large item of economy that must be added to this is that brought about through the reduction of men in the service. This reduction, it should be understood, will not be caused by the discharge of any of those now in service. The fire department loses every year through various causes, such as illness, death, voluntary resignation because of engaging in other business and retirement on pension, 40 to 50 men. It will take about three years to completely motorize our department, which means we will lose in that time from 120 to 150 men now members of the department. When the latter is completely motorized, with the same number of pieces of apparatus now used, we will need 116 men less, as there are that many who do nothing but take care of their horses. This reduction in the force will mean an additional saving to the city of approximately \$143,000, and this added to the saving in the cost of maintenance makes a total of \$227,000.

"When the entire department is motorized we will be able to dispense

with about 12 engine houses now in operation without decreasing the efficiency of the department. This, of course, will be made possible by the increased radius of motorized apparatus, amounting to perhaps 300 per cent. The city will have 12 valuable pieces of property for sale, and it is fair to assume that we will receive at least \$500,000 for all the property sold. Add to this the saving in maintenance and decrease in wages and we have a total of \$727,000. The cost of motorizing the department will be approximately \$500,000, leaving a net profit of over 50 per cent on the transaction."

On the way to a fire in No. 190 West street, New York city, on May 25, five firemen and Lieutenants James McCambly and Louis Grimm were dangerously injured when fire truck 10 was steered to the sidewalk at West and Fulton streets to avoid crashing into a fire engine. The men were putting on coats and hats as the truck turned down Fulton to West street. When it rounded the corner engine 6 was seen coming north on West street. The chauffeur of the truck and the driver of the engine tried to stop, and in trying to avert a crash the automobile swung against a platform running the length of a warehouse. All of the firemen were thrown from their places. Grimm fell beneath the wheels of the truck and both his legs were broken. The other men suffered from cuts and shock.

The Civil Service Commission at Newport, Ky., has been abolished and henceforth both the fire and police departments will be under the direct control of Commissioner Ebert.

Protest Against Rigid Regulations.

A correspondent writes to the Fireman's Herald that a shake-up in the Detroit Fire Department is probable before July 1. It is said that several officers, including at least two assistant chiefs, will be retired on account of old age. The commission will also make some important changes in the rules. Mayor Marx, shortly after his election, threatened to "open up" the fire department. The mayor had his attention called to the "closed" policy of the commission through the complaints of the men in the ranks against some of the rigid regulations. The mayor quietly investigated and convinced himself that a number of important changes ought to be made for the betterment of the service. When the mayor appointed Louis Katz fire commissioner to succeed William V. Moore, he expressed himself as satisfied that the new commissioner would champion the cause of the men.

Members of the Alpena (Mich.) Fire Department are indignant over an order issued by the Council that, beginning June 1, the firemen shall rise early in the morning and flush the paved streets of the city with hose. The men declare it will be practically impossible to accomplish this work and are planning to protest to the Council.

Owing to repeated injuries received in the line of duty, Battalion Chief Bert Fisher, Chicago, secretary of the National Firemen's Association, has been retired on a pension of half pay. He will enter business life in the supply department of a prominent manufacturer of fire apparatus.

Nevada City's Auto Seagrave.

The Morning Union of Grass Valley of May 1, speaking of Nevada City's new \$6000 Seagrave fire auto, says the capabilities of the machine were demonstrated to the people of this city yesterday, the members of the Nevada City Fire Department having brought the machine down at the request of Chief Clinch of the Grass Valley department. With the machine at a standstill in front of the Eagle Hose house, an alarm was turned in from box 51, corner of Main and Alta streets. The machine was started up and was in front of the box before the alarm had come in the third time. The machine is certainly a splendid one and bespeaks of the enterprise of the firemen of the sister city.

Edward Gallivan, a member of the Elmira (N. Y.) Fire Department, has been appointed master mechanic of the department by the Fire Commissioners. Gallivan was formerly employed by the American-La France Fire Engine Company. After becoming a member of the fire department he spent two months there on special leave of absence to study motor apparatus. He possesses a civil service commission certificate. He has been authorized to select men and instruct them for work as engineers and as drivers of motor apparatus. He will have charge of all the engines and motor apparatus in the department.

William Boland, a Chicago "fire fan," died at the county hospital last week as the result of his attempt to jump on the step of the apparatus of engine 15 April 27, while it was responding to an alarm from South Center avenue and West Twenty-second street. The horses were galloping as Boland tried to swing himself into the vehicle and he missed his footing and fell, striking his head against the pavement and fracturing his skull.

The Appellate division has denied the request of the city of Troy, N. Y., to go to the Court of Appeals with the case of Joseph Van Order, the Eldy steamer company hoseman, who was dismissed from the service by the city and unanimously ordered reinstated by the Appellate Division.

Van Order will receive back pay from the time of his suspension in December.

Alcazar Theatre.

Leo Ditrichstein's newest comedy, "Such is Life," will be presented for the first time on any stage next Monday evening at the Alcazar, with its author leading a cast which includes Isabel Irving, Cora Witherspoon, Madge West, Anne Livingston and the best talent of the stock company. This latest work of the prolific playwright has been in rehearsal daily during the last two weeks, and all directly concerned in its production predict another Ditrichstein success. If their expectation is fulfilled, "Such is Life" will be its creator's next starring vehicle under David Belasco's direction, opening on Broadway before this year expires. Places shown are a country inn frequented by artists, Black's studio in New York and his friend's residence in the same city. An atmosphere of Bohemianism throughout the play will be sustained by realistic staging and appropriate musical effects.

Empress Theatre.

One of the greatest laugh producers in vaudeville holds headline place on a programme overbalanced with comedy at the Empress Theatre Sunday afternoon. It is "Fun in a Boarding House," the stage settings of which shows two floors of an actors' hotel. The feature attraction is provided by the Bowman Brothers, "The Blue Grass Boys," well known blackface minstrel comedians, who toured the country as stars of Bowman Brothers Minstrels. Del Adelpia, the Master Magician and his five assistants will present "The Mysteries," the staging of which represents a cost of \$10,000. Bob Archer, of Archer and Belford, offer the extraordinary comedy hit "A Janitor's Troubles." Julia Roorey is the comedienne of the celebrated Rooney family, her father being Pat Rooney, the famous Irish comedian. Alvin and Kenny, comedians on the flying rings, will be found an element of newness to a marked degree. Their work is thrilling and daring and is filled with comedy exploits. Shuyler & Young, entertainers, and the Essanceescope make up the bill.

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Postoffice at San Francisco, Cal., under the Act of Con-
gress of March 3, 1879.

In justice to Driver De Martini of engine 5, it is only fair to state he was not in charge of the apparatus at the time of the accident to the engine at Dupont and Washington streets Sunday, May 8. The seat was occupied by a relief driver.

July 1 Battalion Chief Wills severs his connection with the San Francisco Fire Department, retiring on half pay of battalion chief. He claims 46 years continual service. Dr. Lagan, physician to the department, pronounces him in exceptionally fine condition, considering his age and service in the department.

There is no perceptible improvement in Battalion Chief O'Brien's condition, outside of that he is able to move the fingers of his left hand—the side that's paralyzed. A man from his district is detailed each day to keep him company and attend to his immediate wants. The chief is not at all despondent and bears up well considering his trouble.

At Wednesday's session of the Fire Commission bids were submitted by the American-La France Fire Engine Company, Gorham Engineering and Fire Apparatus Company and the Alliance Auto Company for fire steamers and tractors and steamers combined. The matter is to be further threshed out Monday night. There is a balance of \$23,000 on hand of last year's appropriation for the fiscal year ending June 30, to be spent for apparatus.

The firemen of National City, Cal., have formed a firemen's club. It is called the National City Firemen's Club. The following is a list of the officers: Harry M. Lindner, president; Claude Bullen, vice-president; R. Victor Langford, secretary; Geo. E. Miner, financial secretary; Carl S. Owen, treasurer; Kyle Wm. Alexander, chaplain; Arthur K. Patterson, captain of the guards; Robert Clemens, inside guard. Directors: R. E. Miner, chairman; F. M. Tattersall, A. G. Arnold, W. J. Markham, J. Fred Patterson. The PACIFIC FIREMAN is kept on file.

The Fire Commission, at a special meeting Wednesday night, after adopting a set of resolutions on the death of Captain Michael

Drury of engine 35, who died last Monday, adjourned out of respect to that officer. The resolutions were ordered spread upon the minutes and a copy of same was ordered sent to his surviving relatives. Captain Drury was about 48 years of age and was a member of the department eighteen years. His funeral took place Thursday. Interment was in Holy Cross Cemetery. Chief Murphy stated he was a brave officer and was a lieutenant of engine 26 for many years. Captain Drury was not a married man.

Trial of Lieut. Smith and Hoseman Horan

The second hearing of the case of Lieut. Frank Smith, charged with using certain language toward Capt. Muldowney, was heard Wednesday night by the Fire Commission. Much of the former testimony was gone over. Commissioner Dillon endeavored to show collusion between Capt. Muldowney and certain witnesses—Haines in particular. After some discussion between Commissioners Brandenstein and Dillon in the matter, Haines, who proved a prolific witness, was put on the stand and interrogated by Dillon. Haines stated he met Muldowney, Regan and Witt on their way to the trial and Muldowney asked him to go along and tell what he knew about the case, which he agreed. Haines, when asked by Dillon, when did he learn that Muldowney had filed a complaint against Smith? Haines, in answer, stated he knew of the complaint before he left on his vacation, after which Commissioner Brandenstein stated that he felt satisfied that the lieutenant was guilty of the language used toward Muldowney, but if he could produce any witnesses to prove otherwise he was in favor of giving him a chance. Smith stated he could produce several but did not care to make any trouble for them, but mentioned Operator Nolan. Nolan not being present was sent for. When Nolan took the stand he knew very little; he seemed to have a poor memory for times or dates; he stated he heard something about Haines being Muldowney's "star" witness in the case. Finally the case was put aside without any action to take up the Horan case, requesting Muldowney and Smith to remain, the witnesses being dismissed.

In the trial of P. H. Horan, hoseman engine 10, for absenting himself from quarters on June 3, after 10 o'clock without permission; also for mutilating the official book of said company on said date. Horan, when sworn, pleaded guilty to the first charge and not guilty to the second. Lieut. Spellman was put on the stand and stated when Horan entered quarters it was 10:20 and that he was intoxicated. When asked by Commissioner Brandenstein how he knew Horan was drunk, Spellman stated he looked drowsy and acted like a drunken man; he also said that Horan threatened him with vile and abusive language if he reported him. Battalion Chief Murphy, who arrived in the meantime, stated, while talking to Horan, said he smelt the odor of liquor on his breath. Asked if he thought he was incapacitated for duty the chief thought not. Lynch, who had the floor watch, stated

that when Horan entered quarters he was perfectly sober. Asked if he was trying to shield Horan he replied no, not any more than any other man in the house. As to mutilating the house journal, Horan explained that the book fell to the floor in the excitement in responding to an alarm and picking it up hastily the leaves became torn; he also stated he only drank one bottle of beer at supper and claimed he was perfectly sober; and as to the abusive language to Spellman, he did not intend it to be serious and did not think the lieutenant would take it that way.

After considerable discussion, and as the case seemed to be pretty well tangled up, the Board went into executive session, including Chief Murphy and Battalion Chief Murphy, which lasted over half an hour.

After reconvening Commissioner Dillon stated Horan was found guilty of the first charge and it was the judgment of the Board that he be suspended 30 days from June 3. As to the second charge, the evidence was not conclusive, it was therefore dismissed.

When the name of Lieut. Smith was called it was found he had gone back to quarters, but after some delay he arrived. Dillon asked him if he had any objection to taking a transfer to some other house? The lieutenant answered the commissioner he had not; in fact it was just what he wanted, stating he was on pins and needles all the time he remained in his present quarters, as he knew some of the men would pay no respect to his orders, and it was agreed that he make application as soon as possible, whereupon the case of Capt. Muldowney was dismissed, Smith shaking hands with him before leaving the room.

Before leaving the Board room Wednesday night every member of the commission, including Chief Murphy, tendered their best wishes for the future guidance of Lieutenant Frank Smith, particularly Commissioner Brandenstein, who said: "Lieutenant, as an officer of the fire department, in order to maintain your position and the respect of your men you must not become too familiar with them if you wish them to respect your orders; you must hold yourself aloof to a certain extent in order to maintain discipline." Frank Smith was the happiest man that walked out of the Board room Wednesday night. The Commissioners also commended Captain Muldowney as a man and a fireman.

Last Monday night the Civil Service Commission adopted a resolution calling upon the mayor and police and fire commissions to confer in an effort to secure an adjustment of the difficulties attending the recent court decision that the commission must submit the names of three applicants for a vacancy instead of only the highest one.

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Meeting of the Fire Commission.

At a meeting of the Fire Commission, held June 20, we take the following excerpts from the Administrative Committee's report, which was approved by the Board:

From Geo. W. Harris, boilermaker at the corporation yard, requesting that he be allowed salary on account of an injury to his eye while in the discharge of duty on June 4. Granted.

Your committee recommend that the following rule relative to the proceedings of the Board be adopted: Whenever the chief engineer of the fire department shall file a report of the suspension by him of any member or employe of the department the secretary of the Board shall submit such report at the next meeting, whether regular or special, of said Board.

In the matter of the breaking of the door leading into the dormitory of the house of truck 7 and engine 10, which was incorporated in the complaint submitted by Battalion Chief Murphy at the last regular meeting of the Board against P. D. Horan, hoseman engine 10, your committee find, after an investigation of the matter, that there is not sufficient evidence to warrant it in making any recommendation for action whatsoever against any member of the companies stationed there.

From S. S. Gill, clerk and commissary, requesting that he be granted permission to visit his family in Sonoma county at the end of each week, returning on Mondays, during the months of June and July. Granted.

From Geo. H. Knorp, requesting that he be granted permission to visit his family after working hours, while they are residing in Marin county during the month of July. Granted.

From N. Perrone, hoseman engine 20, requesting that he be allowed salary on account of an injury to his ankle, received while working at the quarters of engine 5 on April 24. Granted.

From A. A. McCarte, truckman truck 12, tendering his resignation as a member of the department, to take effect from date. Accepted.

Calendar of matters submitted to the Board upon which no action was taken by the Administrative Committee, as follows:

From John Farrell, driver engine 8, requesting a leave of absence for 60 days, with pay, with permission to leave the city, on account of sickness. Granted 30 days.

From the chief engineer, reporting having suspended Wm. H. Lynch, hoseman engine 10, for failing to report to his superior officer the mutilating of the company journal on the 3rd inst. Put over one week.

Resolution requesting temporary appointments for the month of July, where there are no Civil Service eligibles available. Approved.

Thursday night, in responding to an alarm the hose wagon of engine 17, in charge of Captain Ward and A. Pendesky, a new man, in coming out of Mint avenue, the wagon striking the street car tracks on Fifth street

with such force that the apparatus was overturned. The five men on the wagon were hurled to the pavement. Ward and Pendesky sustained fractured arms and lacerations. The men of the crew were more or less bruised. Ward and Pendesky were taken to St. Joseph's Hospital by Assistant Chief Maxwell.

Civil Service Must Certify Three Names.

Last Saturday, June 14, Judge Murasky of the Superior Court granted the application of Lieut. Allen Matlock, a member of engine company 40, for a writ of mandate compelling the Civil Service Commission to certify three names of eligible lieutenants from which to select one captain, Matlock's own name being third on the list.

Judge Murasky, in a written opinion, said: "It is undoubtedly the intention of the charter that the appointing board shall have the right of selection from among those found upon examination to be qualified to serve. Such is the spirit of Civil Service reform. But the method pursued by the defendants would make them the appointing body, and take from the Fire Commissioners the authority expressly vested in it by the charter.

"The duties of the Civil Service Commission are limited to the examination of applicants and the certification to the proper board of the names of those who have been found to be eligible. The very purpose of Civil Service legislation in this respect is to separate the power of appointment from the power of examining in order that the duty of examining might be free from embarrassments which might attend the power to appoint and, on the other hand, that the appointing board should be restricted to those applicants whose qualifications had been ascertained by an independent body. The action of the Civil Service Commissioners would subvert this purpose.

"The amendment might have been drawn so as to exclude all doubt as to its construction, but when read in relation to its purpose, I think it is plain that it is the duty of the defendants to submit to the Fire Commission the names of all applicants, not exceeding three, who have the highest rating for promotion.

"If there be but two who qualify, then only two may be certified, and where but one is found fit then only his name may be submitted; but where more than one qualify, the board, in submitting only one name, is not complying with the provision of Section 8, Article XIII of the Charter."

The Charter provides that the Civil Service Commission shall submit to the appointing power the names of not exceeding three applicants having the highest rating for each promotion. Although Matlock's name was among the three highest eligibles the commissioners refused to submit his name to the Fire Commission, placing before that body the name of only one lieutenant.

The certifying of three names, Commissioner Brady holds, would pave the way for the introduction of politics into the depart-

ment, and might result repeatedly in the best man being ignored for a political favorite.

Commissioner Brady, it is said, will suggest to Mayor Rolph that he pursue the course taken by Mayor Gaynor in New York, bringing pressure to bear on the fire department to issue an order asking the Civil Service Commission to verify only one name.

Truck 4 and 2 Play a Tie Game.

A close and interesting game of baseball was played at North Beach play grounds Wednesday, June 17, between nines from truck 4 and truck 2, under the management of Lieut. Brennan and Jack Lavaroni; Brennan acting for truck 4 and Lavaroni for truck 2. Nine innings were played, resulting in a tie of 6 to 6. The game would have continued but Mr. Lundie having some special work on the grounds to attend to the game had to be called off, which caused much disappointment to both teams. Mr. Lundie stated the grounds were at the disposal of the fire boys any time they desired to play off the tie game. This the teams intend to do, and arrangements are now being made between the rival managers, Messrs. Brennan and Lavaroni.

The game, taking it all in all, was a good one and every inning was exciting, each nine having their rooters and they lost no chance to root for their favorites.

The features were the fly catch of Comber who, after a run down a hill, made a great catch; the hitting of H. Werham, Ed. Shea, Valente, Bowler and Remy; the battery work of Morgan and Nolan of truck 2 and Allen and Brennan of truck 4; also great credit is due Jack Hannon who umpired the game, his decisions being fair and impartial and he had many close ones. Look, Jack! the Coast League is looking for good ump's.

The line-up was as follows:

Truck 4		Truck 2
Allen.....	Pitcher.....	Morgan
Brennan.....	Catcher.....	Nolan
Linderberg.....	1st Base.....	Remy
Shea.....	2nd Base.....	Gallatin
Bowler.....	3rd Base.....	Lavin
Hughes.....	Short Stop.....	Hackett
O'Neill.....	Left Field.....	Lavaroni
Comber.....	Center Field.....	Werham
Gavin.....	Right Field.....	Valente
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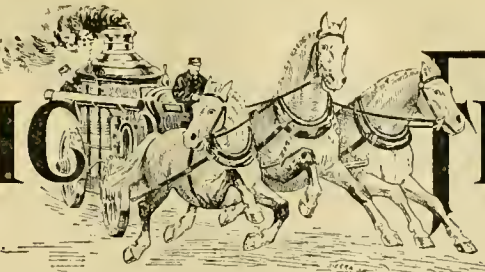
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PACIFIC FIREMAN



VOL. X.—NO. 30

SAN FRANCISCO, SATURDAY, JUNE 14, 1913.

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Veteran Firemen's Association.

The regular monthly meeting of the Veteran Firemen's Association of San Francisco was held at headquarters, 368 Fell street, Tuesday, June 3. All of the officers, directors and a large number of members answered roll call. The following sick were reported, viz: Bell, Mooney, McAdoo, Farrell, Balk, Gibson, O'Brien, Drury and Muldowney. The death of Comrade Chris C. Cox was also reported, he having died May 1 at New York city from an attack of paralysis. The secretary was instructed to send a letter of condolence to the widow. There were two applications for membership received and referred. Several communications were received, attended to and filed. Bills to the amount of \$303.95 were ordered paid. The committee on picnic made a very favorable progressive report. The committee on revision and compilation of the new laws reported the completion of the same and on motion were passed to print. Receipts for the evening, \$720.50. Total cash assets to date, \$2407.44. Under the head of Good and Welfare a social hour was spent. Comrade James E. Britt rendered a humorous recitation and followed in his imitable style the old favorite song, "Peggy in the Low Back Car;" Comrade Geo. F. Brown made a very interesting talk pertaining to the uplift of the association, advocating the promulgating move of the social feature; Comrade Hensley was well up in a few witty and local hits, and Comrades Cox, Williams, Farley and others gave good and timely suggestions. The meeting adjourned in peace and harmony.

A Limerick, Ireland, jury at the inquest on a fatal fire in a dry goods store in that city where three lives were lost, severely censured the corporation for lack of fire alarms, telephonic communication and other means of allowing the fire brigade to deal promptly with a fire. Considerable delay arose in notifying the brigade of the fire, and when it arrived on the scene the flames were too fierce to admit of the firemen entering the building, from which the proprietor of the store and an assistant had previously been rescued by means of ladders.

An official test of Santa Clara's new Seagrave auto fire truck was made last week and was witnessed by the Gilroy officials, the local trustees and a large delegation of firemen. A heap of barrels, 20 feet high, was saturated with coal oil and when thoroughly ablaze a silent alarm was turned in. Within 78 seconds the Seagrave truck was at the scene of the fire (a distance of one-half mile) and the chemical hose in operation. It was accepted at the next regular meeting of the Trustees.

At last week's meeting of the Police Commission Policeman Louis La Place was complimented and commended officially for bravery. Two weeks ago a fire broke out on La Place's beat. He turned in an alarm and ran to the fire. He not only stemmed a panic by directing the outrush of inmates of the burning house, but four times went through the flames and brought out a woman who would have been burned to death. President Roche paid a high tribute to the officer.

The Times of San Mateo says Hillsborough will soon have a force of fifty trained firemen, who, like the ancient "minute men," will be ready at all times to respond to the first alarm of fire. In preparation for the active service of these men the trustees at the meeting last week authorized the purchase of fifty fire badges as evidence of authority and expected duty of fifty deputy marshals to be sworn in for this special service.

The David Campbell, Portland's new fireboat, was recently given its first official test when it cruised around the harbor with many city officials and prominent citizens on board. The run was for the purpose of showing off the vessel more than to demonstrate its fire fighting possibilities, but all on board were convinced that the boat met the requirements.

A Spokane paper says a record run was recently made by the firemen of engine company 10 of the department with the new Seagrave combination pumper and hose automobile. In the space of three minutes they ran nine blocks, laid 450 feet of hose and had 130 pounds pressure, and succeeded in saving a dwelling from destruction.

John Hansen, a porter at the McNutt Hospital, was arrested early last Monday morning, charged with arson. Two incendiary fires were started in Beale street shortly after midnight and Hansen was caught leaving Gallagher Bros.' building. In his pockets were found numerous inflammable materials.

Alcazar Theatre.

Leo Ditrichstein, his New York Company and the Alcazar players have scored such a success in "The Concert" that the charming comedy will be at the O'Farrell-street theatre one more week, commencing next Monday night. The advance sale of seats presages another series of crowded audiences. By his wonderful characterization of the eccentric musician, Mr. Ditrichstein has gained the admiration of San Francisco's play-patrons, his acting stamping him as a light comedian of first rank. Isabel Irving, Cora Witherspoon, Madge West, Anne Livingston, Alice Patek, Anna McNaughton, Louis Benison and Burt Wesner also contribute mightily to the magnetism of the performance. Even the "geese," the adoring pupils who turn the pianist's head, are perfect portrayals of the type of female that gushes over great musicians and can be seen at any recital where a much-heralded virtuoso appears. There cannot possibly be a third week of "The Concert," as Mr. Ditrichstein's newest comedy, "Such is Life," must be produced Monday evening after next.

Empress Theatre.

Jimmy Britt, former lightweight boxer, raconteur, globe trotter, cosmopolitan and clever little actor, will be the headline attraction at the Empress Sunday afternoon. He furnishes a splendid monologue, if advance press notices may be trusted. The extra added feature on the new bill is presented by "The Nine Piano Bugs," instrumentalists, vocalists and comedians who mingle with the audience in making merry. Agnes Lee and a capable cast will present a virile rural drama, "The Test," written by W. F. Sailor, a St. Paul newspaper man. Charlotte, a charming and accomplished violiniste, will offer character studies and popular and classic selections. "Fun on the Boulevard" is the offering of The Wheelers & Company, who present a comedy juggling act. Edward Barnes and Mabel Robinson, musical comedy purveyors, have a melange containing ragtime, grand opera and Shakespearean travesty. Forrest Stone and Grace Young, singers and dancers of ability.

A United Press dispatch of June 9 says the entire northeast section of Springfield, Mo., was swept by fire which caused financial losses estimated at \$750,000 before it was controlled. Fanned by a high wind the flames spread rapidly and for a time threatened the entire city.

Petaluma's gasoline auto delivery truck took fire one day last week and was nearly destroyed, but was extinguished by the motor chemical of the fire department.

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 gress of March 3, 1879.

The Portland Fire Department has a well equipped brass band of 30 pieces, made up exclusively of members of the department. They expect to escort Chief B. F. Dowell to the New York convention of the International Association of Fire Chiefs.

The fireboats are the only vessels on the bay that have no vibration, hence when the engineer gets a bell to go ahead or reverse, he has no assurance that the vessel is complying with the bell. If the boats were equipped with marine semaphores this would be obviated and many serious dangers, which is liable to happen costing thousands of dollars, would be avoided.

According to an elaborate tabulated statement, published in the Fireman's Herald of June 7, giving the record and per capita fire loss for 1912, says that Savannah, Ga., had the smallest and Houston, Tex., the largest per capita fire loss. The table shows thirty cities exceeded \$5 for each inhabitant, while fifteen cities show only 40 cents or less. The statement also gives statistics of other large cities.

Chief Murphy, at last week's meeting of the Fire Commission, paid quite a compliment to Hoseman Woodman before the close of the meeting, saying: "This man is one of the best firemen in the department and a good provider to his family, turning over every dollar of his salary to his wife every month." After which the chief cautioned him, telling him to obey all orders of his superior officers, that it was not for him to question the right or wrong in the matter—that was up to the officer who gave the orders.

The Board of Directors of the Los Angeles Firemen's Relief Association has ordered petitions circulated among the members of the association to obtain the necessary signatures to call an election to dispense with the services of the association doctor, claiming that to provide medical attention for its 350 members they should have two or more doctors, and this the Board says is out of the question with its limited revenues. If the association votes to dispense with the services of the doctor it will mean an increase in the funeral benefit of from \$150 to \$250.

The American-La France auto combination chemical and hose wagon which recently met with an accident at its first official test, was given another tryout last Monday before many fire department officials and motor fire apparatus people. Many miles were covered in the run, both up and down steep hills and level roads. The California-street hill, at its steepest ascent, was navigated at a speed of a little over 21 miles an hour. The machine in its run out at Ocean boulevard attained a speed of 58 miles an hour, and we understand its specifications only called for 50.

The Fireman's Herald, editorially commenting on Judge Murasky's recent decision eliminating physical test examinations for assistant chiefs, closes its comments with the following: "The assistant chief of a large fire department is more valuable for his brains and experience than for his thews and sinews. We think that the men who have the best right to speak on the subject will hold that an assistant chief who tries to do the work of a fireman is failing in his duty—which is to know how to direct his men and to direct them to the best advantage. Mentally, he should be at his best; physically, he must be able to withstand exposure for hours at a stretch. If he can do the latter, it really is of no consequence how many or few times he can 'chin' himself."

Around the Bay Cities.

[Special Correspondence.]

The City Council of Richmond has voted to expend \$28,500 on an up-to-date fire alarm system. The plans call for fifty-five alarm boxes and twenty-five police boxes, together with flash lights, signal boxes, etc.

Chief Briones of the Martinez Fire Department has tendered his resignation to the Board of Trustees and W. Hannaberry has been elected to the position.

In regard to the controversy over the purchase of a machine for Chief Steinmetz, the Alameda Council has rescinded all action taken towards its purchase. The automobile has been in commission for the past few weeks and has been accepted by the Police and Fire Commission. The automobile company will now bring suit to recover payments.

The firemen and citizens of Hayward attended the funeral of Hayward's first fire chief, T. C. Ward, who recently died in the East. Arrangements for the funeral were made by Chief Riggs, the present head of the department.

The modernizing of the San Leandro Fire Department has begun in earnest. A large iron bell tower has been erected by the fire house, and Chief Eber and the Trustees have visited some of the larger departments around the bay to secure information on the combination chemical and hose wagons that the departments have in use. It is their intention to purchase an auto combination chemical and hose wagon, as the present apparatus is totally inadequate to meet the needs of a growing city like San Leandro.

Subscribe for the PACIFIC FIREMAN.

American-La France Motor Apparatus.

The Portland (Ore.) Fire Department officials are certainly pinning their faith in American-La France motor apparatus. Three of their auto combination chemical and hose wagons were recently tested with very satisfactory results, when tried out before a crowd of city officials and fire apparatus men. Owing to the showing made by the three machines five similar machines were ordered through A. G. Long, which are soon to arrive from the factory, making eight in all.

The San Francisco department now has six machines similar to the above, while the Fire Insurance Patrol has three, all of them giving efficient results. Along about the last of July the big aerial truck is due to arrive from the Elmira factory.

It is estimated that about 10 per cent of the San Francisco Fire Department is now motorized.

A protest against public charges of graft in the Denver Fire Department was registered recently with District Attorney J. L. Rush by Chief J. J. Healy and his deputy and assistant chiefs. The graft story hinted at had its origin in employment of Captains Cooper and Normile to lobby in the general assembly for the passage of a firemen's pension bill in which the department was interested. The two captains received some expense money from the funds of the Firemen's Protective Association, an organization not controlled by department officials. The proposed pension bill failed to be passed by the State lawmakers.

Chief Budd Eber of San Leandro some few weeks ago handed his resignation to the Board of Trustees, to take effect immediately. While the demands of the chief and members of the fire department for fire apparatus had not entirely been ignored, the city is slow in taking action, which finally worked upon the chief and the firemen until they all threatened to resign if some action was not forthcoming. It has been claimed that if the city had equipped the fire department with adequate fire apparatus, the serious accident that befell Assistant Chief J. J. Bailey might not have happened. Chief Eber as well as other members of the department do not feel that they want to remain in the department if they are not supplied with apparatus. The Board of Trustees refused to accept the resignation of the chief, and in all probability will get together and decide on some definite plan to equip the department.

John Tulsa, a fireman of Tulsa, Okla., will not quit the city's fire department, in spite of the fact that by the death of an uncle in Illinois he has come in for a legacy of \$20,000.

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Meeting of the Fire Commission.

At a meeting of the Fire Commission, held June 13, we take the following excerpts from the Administrative Committee's report, which was approved by the Board:

From Chas. B. Rogers, driver engine 37, requesting that he be granted an extension of his leave of absence for six months, commencing June 12, with permission to leave the city, on account of sickness. Granted.

From J. J. Flood, hoseman engine 24, requesting that he be granted a leave of absence for two weeks, with permission to leave the city, on account of sickness. Granted.

From the Pacific Coast Association of Fire Chiefs, requesting that the chief engineer of this department be delegated to attend the next annual convention of said association, to be held at Tacoma during the last week of August. Recommend that a communication be forwarded to the Board of Supervisors requesting that a resolution be adopted authorizing this Board to make a suitable appropriation for this purpose out of its appropriation for the next fiscal year.

From Battalion Chief Britt, submitting a complaint against Wm. Sawyer, hoseman engine 17, for failing to report back to his company for duty at the expiration of a leave of absence on June 7. Sawyer appeared before your committee and pleaded guilty, and in view of his previous good record your committee recommend that he be deprived of pay only for the time he was off duty without leave. Sawyer also waived the privilege of appearing before the Board at the meeting when this matter is considered, as provided by rule of this Board.

From Eugene McCormick, lieutenant engine 24, requesting that he be granted a leave of absence for fifteen days, with permission to leave the city, on account of sickness, commencing June 10. Granted.

From the chief engineer, recommending that the Spring Valley Water Company be requested to set a five-inch hydrant at the northwest corner of Twentieth and Sanchez streets. Approved.

From the chief engineer, reporting having suspended P. D. Horan, hoseman engine 10, on the 4th instant for absentsing himself from quarters after 10 o'clock p. m., for using abusive language to his superior officer and for mutilating the Company Journal on the 3rd inst. Charges ordered filed.

From the chief engineer, reporting having suspended W. H. Lynch, hoseman engine 10, for failing to report the fact of the Company Journal having been mutilated on the 3rd instant, to his superior officer. Recommend matter be referred to the Board for hearing without recommendation, said hearing to take place after the charges against P. D. Horan have been heard, and that Lynch be restored to duty pending the hearing of said complaint.

From Battalion Chief Cook, submitting a complaint against Charles Shay, hoseman engine 12, for failing to report for duty on time at the expiration of a leave of absence

on June 8. Shay appeared before the committee and stated that he was called to Vallejo the day previous on business and missed the evening train, and was two hours late in reporting for duty the following morning. In view of his previous good record, this being his first offense, your committee recommend that the complaint be dismissed.

From Acting Battalion Chief Riley, submitting a report of an accident to the apparatus of engine 5, while responding to an alarm of fire on the 8th inst. Filed.

From the Superintendent of Engines, submitting a report of an accident whereby G. W. Harris, boilermaker at the corporation yard, sustained an injury to his eye while in the discharge of his duty on June 4. Filed.

From John T. Lahey, lieutenant engine 18, requesting that he be granted a leave of absence for one year, without pay, commencing June 14. Referred to the Board for action without recommendation.

From the chief engineer, recommending that the Department of Electricity be requested to install a tapper and register at the Twin Peaks reservoir station; also that the Board of Supervisors be requested to have the Pacific Telephone and Telegraph Company install an extension telephone from the quarters of engine 40 to said station. Approved.

From George Healy engine 17, requesting that he be allowed a leave of absence for fifteen days without pay. Granted.

Calendar of matters submitted to the Board upon which no action was taken by the Administrative Committee, as follows:

From John T. Lahey, lieutenant engine 18, requesting that he be granted a leave of absence for one year, without pay, commencing June 14. Granted 30 days.

From the chief engineer, reporting having suspended W. H. Lynch, hoseman engine 10, for failing to report to his superior officer the mutilating of the Company Journal on the 3rd instant. Put over to Wednesday.

The matter of authorizing the secretary to issue a requisition to Marshal-Newell Co. to deliver in September, 1912, certain supplies to the corporation yard, costing \$268.32, caused considerable discussion. After hearing Superintendent of Engines Birmingham, Pat Brandon and George Knorp explain, Hammer and Pfaffle voted "yes," while Dillon voted "no."

From the chief engineer, calling attention to the fact that no provision has been made in the budget for 1913-14 for the position of first assistant chief engineer in connection with the auxiliary high pressure system. Filed.

Approval of specifications covering installation of and equipping fireboats with marine engine semaphores. Put over and referred to the chief.

At San Diego June 10, four persons narrowly escaped death when a combination bakery and rooming house was destroyed by fire, every occupant leaping from the windows, some of them in their night clothing, and losing all of their personal belongings.

Union City, Mich., up to May 1 had not had a fire in 12 months. In 12 months ending May 1, 1912, it had only two fires. The population of the town is 1500.

The Union Steam Fire Engine Company of Lambertville, N. J., as a means to raise funds for their new equipment, has a stand in front of the fire house and sell frankfurters.

The Seattle Fire Department recently ordered a 75-foot motor-propelled Seagrave aerial ladder truck and two motor-propelled Seagrave city service combination hook and ladder and chemical trucks.

The breaking of the strap which held him to his seat was all that saved Driver Martini of engine 5 from serious injury when his engine toppled over at Dupont and Washington streets last Sunday.

The following ad appeared in the last issue of the Los Angeles Firemen's World, official organ of the Firemen's Relief Association of that department: "For Sale. One Single Breasted Uniform Coat. A Bargain at \$10.00. See Russell at Engine Company No. 23."

In petitioning for an increase in compensation, the firemen of Cincinnati, Ohio, submit the following comparative scale: Cleveland—Captains, \$1,458 a year; lieutenants, \$1,308; engineers, \$1,440; stokers, \$1,284; pipemen, \$1,284. Cincinnati—Captains, 1,332; lieutenants, \$1,180; engineers, \$1,272; stokers, \$1,152, and pipemen, \$1,152.

Battalion Chief Britt, while responding to an alarm of fire last Saturday afternoon was run into at the corner of Grant avenue and Market street by engine 17's hose wagon, spilling himself and Operator Nolan out and demolishing the chief's buggy, the chief escaping without injury, and Nolan receiving a few slight bruises. The horse sustained no injury.

Matt Brown, a recent pensioner of this department, formerly a member of engine company 8, has gone into the real estate business. He looks ten years younger since his retirement. "How do you account for your youthful appearance?" we asked. "Well, the in-harmony and friction among firemen in fire houses worked so on my nerves that I was unable to enjoy my meals at home, but now I feel fine," said he, with a smile.

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PACIFIC FIREMAN



VOL. X.—NO. 32

SAN FRANCISCO, SATURDAY, JUNE 28, 1913.

Single Copies 5 Cents

The Saving in Motor Fire Apparatus

By Chief A. J. Aungst, East Liverpool, Ohio.

I have never had a very good reputation as a public speaker. Therefore I will prepare a paper giving my versions on motorization of our fire department. After three years' experience with motor apparatus, giving this and horse apparatus a close study, both from the financial and practical standpoint, including reliability and quickness, and after becoming familiar with our own conditions here, I recommend the motorization of our entire department. The first consideration comes before the taxpayers. They think that here is another bond issue and extra taxes. Mayor Marshall, Safety Director Joseph Wilson, the present safety director, Frank McNutt; President of the Council Hughes and six councilmen, after a thorough investigation, decided as I did—that it was a business proposition. I will endeavor to give you some figures that are correct, showing financial considerations in motorization of the fire department.

We have 14 head of horses in our department. The average cost per horse to shoe, feed and veterinary service, is \$19.44 each month. This would be a total of \$272.16 per month for the 14 head, or \$3,265.92 per year. The average life of a horse is four years. This would mean at least three new horses a year, barring accidents, at \$300 per head, or \$900 a year. New stall floors, new apparatus room floors, wear and tear on buildings, soap, gold

dust and incidentals cost at least \$150 a year. This brings the total for horses to \$4,315.92 a year. Where we now have two men in our outside fire stations we should have four. At central we should have at least 12 men instead of eight. In getting motors we will have the services of the driver of each machine. This will practically give us four more men. This will mean a saving to the city of \$3,648 a year. If horses were used it would mean a total added cost to the city of \$7,963.92. The cost of motors will average as follows: Chief's auto, \$6 per month; one triple combination chemical, hose and engine, \$4 per month; one aerial truck motor-driven automatic hoist, to extend 75 feet above the ground, \$3 a month; three combination chemical and hose wagons, one each for the East End, West End and Northside stations, \$3 a month. This, a total cost of \$24 a month, or \$288 a year, represents a total yearly saving of \$7,675.92.

There is absolutely no reason why motor apparatus should not last 15 years with the care they will receive in the fire department. The average mileage will be only about 200 miles a year, after the first six months, as each motor will probably be run several hundred miles in teaching the men their proper use. The average mileage made by motor cars is from 3,000 to 5,000 a year. A motor wagon, the first piece of motor apparatus of its kind ever built, was retired the other day after being in service 12 years. At New Haven, Conn., this was built on an ordinary truck. Therefore I will base all my figures

on 15 years.' The total saving for 15 years is \$115,138.80. From this we will deduct the interest on \$33,000 worth of bonds. These are to be paid off at the rate of \$3,000 a year. This would be \$10,050. This would leave \$105,088. Deduct the bond issue of \$33,000 and we have \$72,088.80—enough to equip our fire department and \$39,088 of a balance. These figures look large, but anyone is at liberty to investigate for themselves. I know that they will soon come to see that these are facts. The reason the saving is so large is because you are not running your fire autos every day, while with horses you are compelled to feed them if you have only one run a month.

Motor fire apparatus designed and made by motor fire apparatus builders, not built on commercial trucks or touring car chases, constructed as they were at first, are more reliable than horses. I will state to you a few of my experiences with horses. We had a triple combination chemical and hose engine located two miles from the central portion of the city, a combination chemical and hose wagon located seven-tenths of a mile from the central portion of the city, all horse drawn. The motor apparatus would beat the horse-drawn apparatus to this point with about equal grades for both. We have gone through mud axle deep with the motor apparatus and through 30 inches of snow, 20 miles an hour with roads unbroken, while horses were compelled to walk or go a few yards and then rest. We have gone through the mud and then pulled the horse apparatus through.

We have pulled the horse apparatus through the snow for over a mile when the latter was disabled. We have gone down 11 per cent grades, over a glare of ice, while the horses, shod sharp, would slide all over the streets. This would also be duplicated in the steel tires of the horse apparatus. Horses, while crossing street railway tracks, will slip and fall, breaking their legs and injuring men. Horses will run away, harness will break, snaps part or become un-snapped. A dozen other things may happen that only a fireman of experience can tell you, and of which the public has no knowledge. With the motor apparatus you have three ways to control these things. One by the foot brake; second, by the emergency brake; third, by throwing the motor in first or second speed and braking on the motor. The largest number of accidents with motor apparatus occur in turning corners. This I have eliminated by making the drivers responsible for any accident of this kind. He must turn the corners slow, same as with horse apparatus. A man to drive horses must use muscles and brains. You can train horses every day to come to their harness and yet they are not reliable. They may come out, turn around, and then run back in the stall; they may come out and knock down their harness; they may be headstrong and not get under the harness. Then it takes at least six months to break in a horse any way near right. With the late motor we have the electric starter; also two separate and distinct ways of ignition. So, if one fails, the other can be relied upon.

The motor fire apparatus is three times quicker than horses. This alone is the secret of the fire business, and was the reason why we proceeded from the volunteer to the paid fire department; from the hard to the horse-drawn apparatus. Even though it were not a saving, this one feature should be uppermost in the mind of any public-spirited citizen—to protect his loved ones, whether it be in a business block, theatre or at his home; and if by getting to a fire one minute sooner we can save a life, the money is well spent. A motor truck will get

out of the house in from four to eight seconds, while with horses the best time made in this department is 12 seconds. In going up our hills we are compelled to walk our horses, as the load is too heavy to drive fast. The motor will make from 20 to 35 miles per hour going up the hills. In coming down these hills we are compelled to stop and put a shoe under the wheels; then take them out when we get to the bottom. With the motor we can go down hill at the rate of from 10 to 15 miles an hour without delay, and at the same time have better control than with horses. As we do now with horses, we run two companies to each fire, and three companies into the congested districts. If one company should get disabled the other company is going on to the fire. Or, in the congested district, we can get the fire out before it gets large. This same method would be used on motor trucks, thus insuring one company reaching the fire. Motor apparatus will mean that there will be one company in our congested district in less than 30 seconds; three companies in less than three minutes, and one company in any part of the city in less than three minutes. This will increase the efficiency of this fire department at least 75 per cent.

The engine houses will be more healthy for the men to sleep in; the men's rest will not be so disturbed as now, with horses pawing in the stalls; it will give them more time in which to drill and to study the business as well as for inspection work. As proposed with this bond issue, there will be bought a chief's auto, carrying a couple of fire extinguishers, axes, ropes, smoke helmets and two men besides the chief. On all runs in the residence district this will reinforce the outside companies by three men. A triple combination chemical, hose and engine is so constructed that the same power that takes you to a fire can pump water. In case of a low pressure or big fire, the pressure can be run up from any point to 200 pounds; or, in case a main should break, we can pull water from the river, and we always have a fire engine ready for work at a moment's notice with no expense to the city except when used.

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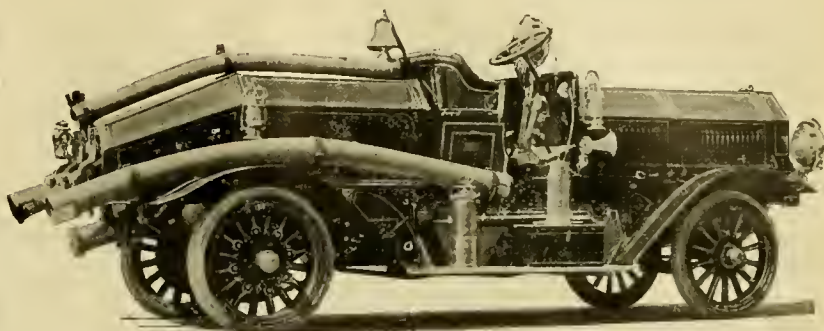
As a mirth-producer there is no more successful play than "Before and After," the farce-comedy in which Leo Ditrichstein, his New York aides and the Alcazar Company are to appear next Monday evening and throughout the week, with an extra matinee July 4th. It was written by Mr. Ditrichstein, and many critics have pronounced it fully equal in laughter-compelling power to his "Are You a Mason?" with which San Francisco's theatre patrons are more familiar. Mr. Ditrichstein as Dr. Page will be seen at his artistic best. He played the part an entire season on Broadway and another on tour of the Eastern cities. Prominent in his support will be Madge West as his wife, who takes a powdered cocktail; Alice Patek as his temporary spouse, whom the powder afflicts with laughtitis; Cora Witherspoon as a shoddy adventuress, Kernan Cripps as the inventor of the family-disrupting drug, Burt Wesner as the conceited Frenchman and Louis Bennison as a gentleman who is frequently piqued by being mistaken for a pugilist, with Roy Clements, Lee Millar, Edmond Lowe and other favorites appropriately bestowed.

Empress Theatre.

Ray Thompson's High School Horses, for a long time the stellar equestrian hit of Ringling Brothers' Circus, will be the headline attraction at the Empress Sunday afternoon, in an act in which dancing by the steeds is featured. A title, euphonious in the extreme, is "The Arm of the Law" and its stirring action corroborates its title, for it fairly bristles with the various characters of life and the trickery of fate, love, ambition, hatred, revenge—all furnish a composite whole for the audience to analyze. Creighton Brothers will offer a bit of bucolic character painting that, by its freshness and remarkable lifelike delineation, will prove one of the features of the offering. Two Rubes are much funnier than one Rube. Another duo that will prove popular is Hugh Fay and Elsie Mynn who indulge in the latest ragtime songs, a bit of talking and some smart gowns. Lohse and Sterling, two gymnasts, have many thrills for the audience, on the horizontal bars. Miss Ella Rachlin, a pianiste, programmed as "The Wizard on the Ivories," will provide an entertaining number. The Royal Hawaiian Dancers and Motion Pictures round out the bill.

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5 Los Angeles	1 " " "	13 Los Angeles	1 Straight Pump
6 Los Angeles	1 " " "	14 Los Angeles	1 Combination Hose & Pump
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8 San Diego	1 " " "		

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Entered as second-class matter March 21, 1908, at the
Postoffice at San Francisco, Cal., under the Act of Con-
gress of March 3, 1879.

Captain Mitchell of engine 41 was favored with a seat on the rostrum at Monday night's meeting of the Fire Commission.

"Parson" Boyer of the Pope-Hartford was present at that Monday night's apparatus meeting but never "hugged in." What's the matter, Parson? Is the American-La France people getting all the business?

Commissioner Pfaeffe, with the permission of Chairman Hammer, will take a five-day vacation. Commissioner Brandenstein also intimated to the chair that he would be absent a couple of days around the Fourth of July, to all of which the president gave his consent. How about a quorum, gentlemen?

"Gentlemen," said Commissioner Brandenstein, addressing the fire apparatus representatives at the close of Monday night's meeting, "if any of you feel you haven't been getting a square deal from this Board now is the time to register your kick." They neither affirmed or denied but quietly went out into the night.

While working at a fire in the Manual Training Annex of the Bay School at Sixty-third street and San Pablo avenue, Oakland, Wednesday, Wm. Reynoldson of engine 8 was seriously burned about the head and arms under the falling roof. He was dragged out from the burning wreckage by his companions and was revived with difficulty. It was first thought the man had lost his life when the roof was seen to fall on him.

A delegation of firemen, it is reported, waited on Mayor Rolph last Tuesday morning and took up with him the non-appointment of two lieutenants and two captains in the fire department. Two of the vacancies have been unfilled since last November, while the others have awaited an appointment for four months. In explanation Secretary Kennedy of the Fire Commission stated that the appointments had been held up awaiting Judge Murasky's decision on Lieut. Matlock's suit to compel the Civil Service Commission to certify three names for each vacancy instead of one as heretofore.

At Friday's meeting of the Fire Commission Commissioner Brandenstein, in com-

mending Battalion Chief Wills for his faithful record of 46 years in the department, took occasion to compliment Chief Engineer Murphy, by saying: "Chief Murphy, sitting at my left, is a pupil of both Chiefs Scannell and Sullivan, and if given the power to govern and select his own men, which he should have, the Civil Service Commission to the contrary, San Francisco would have a fire department equaled by none in the United States for efficiency."

The City Attorney, in reference to the J. L. Collins case, says: "My understanding is that during the entire time that Mr. Collins has been operator to the chief engineer of the department he has received the salary attached to his rank. That is, when he was lieutenant and ~~assumed~~ as operator he received the salary of lieutenant, and since being promoted to a captaincy and assigned as operator, he has received the salary of a captain. I also understand that his position in his company as captain is taken by a lieutenant of that company who does not draw a captain's salary, he drawing the salary attached to his rank, that is the salary of a lieutenant." The gist of the opinion is that the chief engineer has the right, according to the charter, to employ any man in the department as his operator—of any rank—but that he shall receive the salary attached to his rank.

Wednesday's Pension Board Meeting.

Battalion Chief Wills' application for retirement on pension was approved, to take effect July 1. The members of the Board were very profuse in their felicitations for the chief's future welfare, hording on the verge of sentiment. A set of resolutions is to be drawn up and spread upon the minutes and a copy of same to be sent to the chief's wife, commending his 46 years in the department.

Attorney Williams appeared in behalf of the relatives of the late Lieutenant Arata, whose application has been pending for same. The matter was put over to await an opinion of City Attorney Long.

In the petition for pension of Margaret E. Girot, widow of Alfred Girot, who, it is claimed, died from the effects of cancer of the stomach, brought on by a fall received in the performance of duty at a fire ten years after. The Board favored granting the widow's petition, but the matter was put over to look up some points in the law in the case.

The petition for a pension of Leo M. Costello, who joined the department July, 1888, was granted with the understanding that he sign a power of attorney to his daughter who was present, to draw it in order to care for the minor children, Costello's wife having died some time ago, to which he agreed. The pension is to go into effect July 7.

There is to be a tie game of baseball played between the nines of truck 2 and truck 4 on Wednesday at 10 o'clock at the North Beach playgrounds. You are invited.

That Motor Apparatus Meeting.

A goodly array of motor fire apparatus representatives were on hand at the special session of the Fire Commission last Monday night. The purpose of the meeting was to expend the \$23,000 left over from the last fiscal year, ending June 30, 1913, for apparatus and other needed supplies. At the outset, Commissioner Brandenstein, in a preliminary statement to the representatives, stated that owing to the urgent need of fire protection in the outlying districts where two new fire stations are ready for equipment, it was deemed advisable, on the advice of Chief Murphy and Superintendent of Engines Bermingham, that two steamers with tractors he purchased at once, and as the American-La France Company were the only people who had submitted bids for that type of apparatus, it was decided that that was the only matter the Board would consider at present until the new budget became available; but, if any representative desired to talk on the merits of his machine the commission would be pleased to hear from him. This statement caused some comment, the Webb representative asking why they were invited at all.

Mr. Chas. Taber of the Gorham Fire Apparatus Company was the first and in fact really the only one to make any lengthy argument, to take advantage of the invitation. He began his argument by submitting several photographs of the Gorham pumping engine, a home product, principally manufactured at their Oakland plant, which made such an excellent showing in its test at the foot of Stockton street, this city, last February. He also submitted letters from fire chiefs of Oakland, Los Angeles, San Diego, Pasadena, Visalia and other cities commending the efficiency of the Gorham pumping engine in the highest terms. At this point Commissioner Brandenstein asked Mr. Taber to specify the action of the engine at fires and how many. Mr. Taber called upon Mr. Gorham, who was present, who gave in detail the number of fires and hours the machine worked, all of which seemed to make a good impression on the members of the Board.

Mr. Ransome, assistant city engineer, who sat with the Board in the capacity of advisory counsel, asked many technical questions in regard to the working of the pumping engine, all of which were answered satisfactorily. The only objection Mr. Ransome could find was that the Gorham pumping engine was comparatively new in the field and he was in favor that other cities do the trying out. After some discussion Commissioner Dillon moved that a steamer with tractor be awarded to the American-La France people which was approved by the Board, at a cost of \$10,350.

Mr. Chapman, representing the American-

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La France, outside of answering a few minor questions put to him by members of the Board, had very little to say.

The secretary was instructed to confer with the Finance Committee of the Board of Supervisors as to the carrying over of the remaining funds to the new budget, which will be available after July 1, 1913, when the meeting adjourned.

Argues for the Two-Platoon System.

Under the above head R. H. Macauley of the Vancouver B. C., department, writing to a New York fire publication of recent date, says:

"I have come to the conclusion from reading your magazine that you do not favor the platoon system for fire departments. Now, if my conclusion is right, why is it? Have you got all of your information concerning it from the chiefs, or have you consulted the rank and file of the men at the back of the chief where it has been put in force?

"If I am credibly informed, the chiefs are satisfied, though strongly opposed to the change at first. Now, I ask you where is the justice or reason that a fireman should be on duty 24 hours (except meal hours) and a policeman eight hours, both for the same wages? You give us to understand that Chicago firemen do not want the change. Well, judging by the time they have off, it would not be improving their condition much; but how about the hundreds of other places where the time off is from 18 to 24 hours per week besides meal hours?

"A married man under those conditions is not long enough at home with his family to get acquainted with them. It seems to be your aim to benefit and improve the fire departments, so why not take under consideration the platoon system and study it from both angles." One of the rank and file.

Meeting of the Fire Commission.

At a meeting of the Fire Commission, held June 27, we take the following excerpts from the Administrative Committee's report, which was approved by the Board:

From Henry Casey, truckman truck 6, requesting that he be granted a leave of absence for fifteen days, without pay, commencing July 2. Granted.

From W. D. Delany, machinist at the corporation yard, requesting that he be granted a further extension of his leave of absence, with pay, during the month of June. Granted.

From Richard Allen, lieutenant engine 15, requesting that he be granted a leave of absence, without pay, for fifteen days, commencing July 16. Granted.

From Acting Battalion Chief Ellenberger, submitting a report of an accident to the hose wagon of engine 17, whereby Captain Ward and Substitute A. Penelsky were seriously injured while responding to an alarm of fire on the 16th inst. Filed.

In connection with the above your committee would also recommend that a resolution be adopted allowing said Substitute Penelsky salary during disability from said

accident for a period of thirty days from the date of said accident.

From A. J. Conniff, hoseman engine 39, requesting that he be allowed a leave of absence for fifteen days, without pay, commencing July 15. Granted.

From the City Attorney, submitting an opinion in the matter of the installation of fire alarm bells in the residences of members of the Underwriters' Fire Patrol. Filed.

From D. R. Sewell, acting battalion chief, submitting a complaint against Geo. Racehorn, truckman truck 12, for a violation of the rule forbidding members off duty on sick leave from leaving their residence after eight o'clock p. m. After an investigation of this matter your committee find that Racehorn violated said rule and we accordingly recommend that he be not allowed salary for the four days he was absent from duty.

From the chief engineer, recommending that the Civil Service Commission be requested to certify eligibles from the civil service lists for appointment to the following positions in this department: Two captains, two lieutenants, one hoseman and one truckman. Approved.

From the International Association of Fire Engineers, inviting this department to send a representative to attend its next annual convention at New York in September. Referred to the Board for consideration.

From the Fourth of July Celebration Committee, requesting that this department participate in the parade on that day with men and apparatus. Referred to the chief engineer to reply as to the inadvisability of complying with this request and the reasons therefor.

From Battalion Chief Cook, submitting a complaint against A. Landthorn, hoseman fireboat 1, for using ungentelemanly language to Captain Danahy of said company on the 16th inst. Landthorn appeared before the Board and admitted using improper language to Captain Danahy. This being his first offense your committee advised him it had no desire to recommend a punishment for this offense, but that it believed that he would be benefited in his department by voluntarily applying for a transfer into an engine company, to which he signified his willingness.

From Chief Boden, submitting a complaint against A. J. Hennessy, hoseman engine 6, for failing to respond to an alarm of fire with his company on the 20th inst. On the statement of Captain Hartman that Hennessy had been working hard that day at company quarters and failed to awake, your committee recommend that the complaint be dismissed.

From W. E. Gallatin, Jr., captain engine 3, requesting that he be granted a leave of absence with permission to leave the city for thirty days, on account of disability, resulting from an injury received in the discharge of duty. Granted.

From Charles A. Gavigan, tendering his resignation as blacksmith helper at the corporation yard. Accepted, to take effect from date.

Your committee recommend that the fol-

lowing resolution be adopted:

Resolved, That the Secretary of this Board and he is hereby directed to comply with the request of the Civil Service Commission by furnishing monthly reports of all probationary members of this department upon such blanks as may be furnished by that department for that purpose.

Calendar of matters submitted to the Board upon which no action was taken by the Administrative Committee, as follows:

Matter of hearing of complaint against W. H. Lynch, hoseman engine 10, for failing to report to his superior officer the mutilating of the company journal on the 3rd inst. Put over one week.

Consideration of bids for one or more steam fire engines with gasoline motor tractors attached. Put over.

Consideration of bids for furnishing one or more gasoline motor tractors. Put over.

From the City Attorney, submitting an opinion in the case of J. L. Collins, captain engine 29, detailed as operator to the chief engineer. Copy to be sent to Civil Service Commission.

From the Civil Service Commission, certifying Jas. Muldoon, No. 92 of the eligible list, for appointment as truckman in the department. Appointed.

From the Civil Service Commission, certifying the following for temporary employment in this department as substitute firemen: Frank P. Gibson, No. 101; Joseph Walsh, No. 104; Oscar J. Kaufer, No. 105; Wm. Leichsenring, No. 107; John J. Sutter, No. 109; J. P. Collins, No. 111. Appointed.

From W. Bullier, hoseman engine 19, requesting a leave of absence for 30 days, with pay, beginning June 24, with permission to leave the city, on account of sickness. Granted.

Motion that power be given to the chief to install new chemical company 13 at Twelfth avenue and Geary street. Approved.

There is to be concerted action taken to bring the International Association of Fire Engineers to meet here in 1915. If the chief engineer goes to New York to attend the coming convention of that body, he will be requested to do everything possible to name San Francisco as the meeting place in 1915.

The chief was going to a fire with Jerry Collins at the wheel. At Fifth and Market a visitor from the country heard a hawk under his left ear as he was looking toward the ferry building; he jumped backwards eight feet, then ran for the traffic policeman in the center of the street. "Hey," he shouted, "did you see that? I want—I want—" "Do you want a warrant for his arrest?" "Warrant, nothing; what good would a warrant do? I want extradition papers."

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PACIFIC FIREMAN



VOL. X.—NO. 33

SAN FRANCISCO, SATURDAY, JULY 5, 1913.

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Are Firemen Easy to Replace?

The head of a fire department in New Mexico is credited with the statement that he had no difficulty in replacing the firemen who left because of unsatisfactory conditions. The discontented men left at night, and the next morning, according to the reports, the chief had replaced them by men quite as capable of fighting fires.

This means one of two things, says an exchange, either the force in question was practically worthless before the men resigned, or else the chief was misquoted—and we have not seen any denials coming from him. A man may get religion overnight, but it takes the best material at least five years to become truly competent, efficient, all-round fighters of fire, equal to whatever emergency may arise.

The Memphis, Tenn., Commercial Appeal says that the artistic taste of "Spike McFadden, chief of the Memphis Fire Department, does not have much play in the ordinary handling of his department. Also in the painting of the apparatus the brilliant red which has indicated the belongings of fire departments from time immemorial is about the only color officially permitted. But in the decoration of the new fire tower, built to provide for the exercise of the men climbing, jumping and other athletic stunts, the chief has permitted himself the luxury of indulging in other colors. The tower itself is painted a delicate fawn color, trimmed in a darker shade of tan, the upper portions beautifully embellished with fancy painting, and

the tower is surrounded by a brilliant gilded dome.

During a fire in Hancock's planing mills, Toronto, Ont., Deputy Chief Russell and five of his men became literally intoxicated, not on strong drink, but on the fumes sent out by the burning shingles. It was a case of "wood-alcoholism," and the symptoms were almost identical with those shown by men who had been drinking heavily. The firemen lost control of their legs and suffered severely from "heads." Some of them also were rendered violently sick. An monia is the restorative to be used under such conditions. It can be carried conveniently in tablet form.

The San Mateo Times says a fire at Lomita Park, Tuesday, June 24, gained such headway that the departments of both San Mateo and Hillsborough, under Chiefs Bartlett and Grant, responded to an appeal for aid. While they were not able, for lack of water to accomplish much, the occasion afforded an excellent opportunity for testing the speed of the two chemical engines and they covered the distance over the state highway at a pace never seen there before. Horses were about equally divided and both machines stood the test well. Two houses were destroyed entailing a loss of \$2000.

Philadelphia firemen are being made to toe the mark by Director Porter. At each fire station each man is called on to stand in line at 8 o'clock in the morning with his blouse buttoned up to the neck, his trousers pressed and his shoes shined. If any fire should break out during this fifteen minutes'

inspection the men must not wait to change their good clothes, and both in going from and coming to the fire house at meal times they must wear their uniform coats buttoned up.

Arson Trust Members Convicted.

A Chicago special dispatch, dated June 29, speaking of the conviction of three arson trust members, says:

Edward and Paul Covitz, former woolen merchants, and Joseph Clarke, public fire insurance adjuster, were found guilty of arson by a jury which returned a verdict in the Criminal Court.

The agreement of the jury came as a surprise. Both counsel for the state and defense had expected a disagreement, because the jurors had deliberated twenty hours and twenty-five minutes when the verdict was reached. Two jurors, it was said, held out from the beginning to acquit Clarke.

The convicted men were the first of forty-six alleged members of the "arson trust," recently indicted, to be tried. They were convicted in connection with an incendiary fire at Covitz Brothers' place of business on the night of November 5, 1912.

John Daniels, a "firebug," was the star witness for the prosecution. He testified that Clarke had written him to come to Chicago from New York, and that he had been given \$700 by the adjuster to apply the torch.

Clarence S. Darrow was chief counsel for the defense.

Charlie, Texas, a "wooden town," with no protection and no insurance, was wiped out by a fire that started in a grocery store.

Saving in Motor Apparatus.

Chief A. J. Aungst of East Liverpool, Ohio, speaking of the saving of motor fire apparatus says:

"A 75-foot motor quick-raising ladder truck, operated by spring, electric or hand power, will enable us to fight fires or save life in our highest buildings. The one we have now is too short to reach our buildings. A combination chemical and hose wagon, one each for the East End, West End and Northside stations, using the bodies and equipment of the trucks we now have, will save considerable for the city. Some of our citizens may not think it advisable to motorize our entire department at once. If I had never had experience with motors I would not advise it either, but with my experience and the careful investigation on the part of the city officials heretofore mentioned, it was decided to do so for several reasons. First, we will save a few thousand dollars by buying several pieces at the same time. By securing machines all of one make, it will be much easier to teach the men. Broke in on one machine, he will be able to run any of them. Any parts, such as tires, may be carried in small quantities, as one will fit the other."

Joseph Van Order, a fireman who was dismissed from the Troy, N. Y., Fire Department, was reinstated on appeal to the courts, with back pay allowed. It appears that, as the law stands, he can recover that back pay only by a civil suit against the man who took his place, as the city need not pay back salaries to employees wrongfully dismissed who are veterans of the civil war. The city paid the court costs.

In order to become members of the fire department of Waukegan, Ill., the candidates for admission were compelled to pass five tests as part of the physical examination as follows: To "chinn themselves" three times on a bar; to climb a rope; to carry a man (weight and height not stated) on their shoulders; to clear three feet in a high jump; to run around the track at the high school gymnasium in a specified time.

Petaluma.

At the last regular meeting of the Petaluma Board of Fire Commissioners, held Thursday, June 26, Chief Adams' annual report was read. The report recommends many improvements, among them the reorganization of the volunteer fire department.

The commissioners voted to have the fire apparatus take part in the Fourth of July parade.

The salary of Driver Tony Peters of the fire engine was fixed at \$90 per month, and Floyd Drake's monthly salary was placed at \$85.

Gorham Fire Apparatus Co. on the Job.

The city of Pendleton, Oregon, has awarded a contract to the Gorham Fire Apparatus Company for one Seagrave combination hose and chemical engine.

Seattle, Wash., has awarded a contract to the Gorham Fire Apparatus Company for one Seagrave tractor-drawn 75-foot aerial truck and two four-wheel motor 50-foot city service hook and ladder trucks.

Reports from Springfield, the Illinois state capitol, say that the firemen's two-platoon bill has been passed to the third reading in the senate in an amended form. The amendments provide that the bill shall apply to all cities and shall not become operative until it is passed at a referendum vote in each city affected. It is said to be likely that the bill may now pass the senate, but that it will not be enacted into law this session.

At New York, June 30, the bodies of seven persons, lodgers in a small hotel, known as "Till's Hotel," at 66 Greenwich street, were taken from the top floor following a fire in the building Monday night. One of the bodies is that of a woman and another of a three-year-old child. None has been identified. A dozen injured were taken to hospitals.

The Tuscola, Ill., department had to be reorganized by Chief Bassett, as two-thirds of the force resigned for personal reasons. To have to fight a fire with two-thirds of the men fresh-horns is a risky thing.

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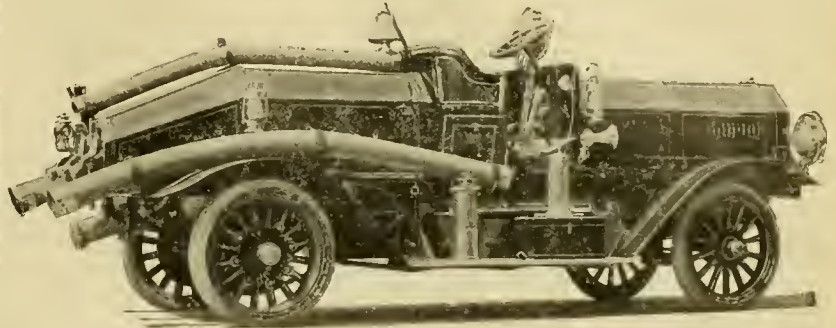
Nothing funnier was ever written for the stage than "Are You a Mason?" which is to be the Alcazar's offering next Monday night and throughout the week. Although it was adapted from the German, and incidentally established Leo Dittrichstein's fame as a shrewd selector of foreign material to suit this country's less liberal taste, it produces more American laughs than any purely-native humorous play, because its characters and its wit are American and its plot is fairly jammed with ludicrous situations. This will be the Alcazar's eleventh revival of "Are You a Mason?" and its presentation has invariably been a profitable venture. It packed the first Alcazar to the doors the night before that memorable morning of April 18, 1906, and it did the same thing twice in the Sutter-street house. That it will be witnessed by crowded audiences is a foregone conclusion, for since it was last staged here the people of San Francisco have formed intimate acquaintance with its author's ability as a farceur and are eager to again witness the work that established his success on this side of the Atlantic.

Empress Theatre.

In the approaching performance of "The Son of Solomon," as presented by Mr. Hugh Herbert and a capable company, also include Miss Margot Williams and Mr. Thomas Evert. This delightful playlet from the pen of Aaron Hoffman, will be the headline attraction at the Empress Sunday afternoon. Several of the most perfectly formed women obtainable were secured for the life pictures seen in "The Models De Luxe" the added feature. In flesh-colored tights, these women will reproduce, by living pictures, some of the famous paintings that now adorn the walls of the most famous American and foreign galleries. Mae Dilly and Charles Mack, violiniste and guitar players, will give a charming musical treat of classic and popular melodies. Wilton and Merrick are comedy gymnasts who excite merriment with their droll antics on the trampoline and horizontal bars. Something different in the dancing line will be presented by Elliott and West. Gilmore and La Tour, both possessing good voices, will offer a series of character impersonations. Mrs. Frank Farnum, a coloratura soprano, assisted by Harry Simpson at the piano, will render a pleasing repertoire of ballads.

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Postoffice at San Francisco, Cal., under the Act of Con-
gress of March 3, 1879.

Asst. Chief John R. Maxwell, as a taxpayer, through his attorneys, again seeks to enjoin the Civil Service Commission from holding an examination of battalion chiefs July 23 to 25, to fill the positions of first and second assistant chiefs. The chief claims the charter does not authorize the Civil Service Commission to hold such an examination.

Notwithstanding that City Attorney Long last week rendered an opinion in the Jerry Collins case, it seems the Civil Service Commission will have none of it, and now refuses to attach its signatures to Jerry's salary warrant. It's up to Jerry to mandamus the City Auditor or convince some Superior Court judge that he's entitled to pull down a captain's salary while acting as Chief Murphy's operator.

Commissioner Brandenstein at Wednesday's meeting, in putting his motion that the resolution formerly adopted by the Board complying with the request of the Civil Service Commission in furnishing monthly reports of all probationary members be recinded, took occasion in no uncertain terms to denounce the action of the Civil Service Commission for its action in the opinion of City Attorney Long that Captain Collins was entitled to the salary attached to his rank while acting as operator to Chief Murphy.

City Attorney Long this week, in an opinion given to the Fire Pension Board passed favorably on the points raised in regard to the application of the parents of the late Lieut. Arata for pension. The opinion recites that Arata was seriously injured at a fire in October, 1905, and confined in a hospital for several months. He never fully recovered and finally he became insane as a result of his injuries. The City Attorney says that under such circumstances a pension can be granted. Arata was the sole support of his parents and he left neither wife nor child.

Owing to the strenuous fight put up to the Board of Supervisors last Monday by President Hammer of the Fire Commission and the President of the Panama Exposition and Fire Chief Murphy, the Supervisors refused to adopt the resolution recommended by the

Finance Committee directing the Fire Commissioners to lay off one of the two fireboats in order to make the retrenchment in expenses declared to be necessary because of Governor Johnson's failure to sign the bill appropriating \$50,000 as the State's share of the expense of maintaining the two boats. The vote was eleven to four against the resolution.

A clipping from a Portland, Me., paper of recent date was handed to us by Fire Chief Murphy in which Deputy Chief Wm. H. Steele of the Portland Fire Department is dead, and Captain W. G. Parker and Giles Redmond are in a serious condition as the result of inhaling fumes of nitric acid from a broken carboy in the basement of a drug store. The chief informed us that an ordinance is being framed, which he says will be passed next Tuesday guarding against the reckless storing of this dangerous acid hereafter in San Francisco.

In a fire in the Girard Piano Company, 517 Fourteenth street, Oakland, Tuesday, fourteen firemen, it is reported, were overcome by smoke in the basement of the building. It was more than two hours before the fire was under control. The loss is said not to exceed \$5000. Asst. Chief Sam Short was so overcome by smoke that he had to be dragged out of the basement, but as soon as he could stand on his feet, it is said, he insisted on going back to work. Crossed wires is supposed to have caused the blaze. The men have all recovered.

Election of Directors.

The following is the official ballot for Directors of the Widows' and Orphans' Aid Association of the San Francisco Fire Department; the nine candidates receiving the largest number of votes were declared elected for the ensuing year:

John Bowlan, captain engine 45.....	185
W. J. Bannon, captain truck 9.....	221
John Cahill, driver engine 26.....	243
Joseph Capelli, captain chemical 4.....	71
Charles Claveau, operator.....	154
J. J. Conlon, battalion chief.....	333
D. R. Conniff, Fire Commissioners' office 444	
John Gavin, lieutenant engine 31.....	280
William Gill, captain engine 25.....	293
Henry F. Horn, retired battalion chief.....	300
Thomas Kelly, engineer engine 44.....	96
John Matheson, captain engine 27.....	226
Thomas J. Murphy, battalion chief.....	358
J. J. Murray, lieutenant engine 14.....	114
Shanahan, J. L., hoseman engine 13.....	329

The matter of amending Article II, Section 1 of the Constitution and By-Laws was defeated, it failing to receive the necessary two-third vote of the members.

The Fire Commission, at last Friday's meeting, recommended the following resolution be adopted: *Resolved*, That the Secretary of this Board be and he is hereby directed to comply with the request of the Civil Service Commission in furnishing monthly reports of all probationary members of this department upon such blanks as may be furnished by that department for that purpose. Owing to the action of the Civil Service Commission in

seeking to nullify City Attorney Long's opinion in Jerry Collins' case, Commissioner Brandenstein, at Wednesday's meeting of the Fire Board, moved that the above resolution be recinded, Commissioners Dillon and Pfaffle voting "no" and Hammer and Brandenstein voting "yes."

- It was reported last week that the Fire Commissioners were willing to confer with the Civil Service Commission and the Mayor on the question of whether one or three names should be certified from the Civil Service eligible list to the Fire Commission when it is requested to make an appointment. Owing to Judge Murasky having decided that the Fire Commission is entitled under the charter to have three names certified so that it may have the privilege of making a choice, the Civil Service Commission is still disposed to certify only one name. The Mayor has all along been in thorough accord in this matter with the Civil Service Commission, believing that the man at the top of the list is entitled to the appointment.

Meeting of the Fire Commission.

At a meeting of the Fire Commission, held July 2, we take the following excerpts from the Administrative Committee's report, which was approved by the Board:

From the chief engineer, recommending that the application of Frederick Von Soosten for a transfer from truckman truck 5 to hoseman engine 10 be granted. So ordered.

From the chief engineer, submitting a report of the expenditures made during the past fiscal year from the appropriation for new buildings and sites. Filed.

From the chief engineer, submitting monthly report of the condition of the men, apparatus, etc., of the department in general. Filed.

From the Upper Sunset Improvement Club, thanking the Board for according that district better fire protection by the establishing of chemical company 12 there. Filed.

From Dennis McAuliff, hoseman engine 36, requesting that he be granted a leave of absence for thirty days, with pay, with permission to leave the city, on account of sickness. Granted.

From the family of the late Captain Drury of engine 35, thanking the Board for the resolutions of condolence adopted in behalf of his death. Filed.

From F. H. Hill, offering to trade a lot on Fifth avenue in the Sunset District for the fire department lot on Ninth avenue in the Richmond District. Filed and the secretary directed to reply that this Board has no power to enter into such a negotiation.

From Battalion Chief Murphy, submitting a complaint against Thos. McCarthy, hose-

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man engine 10, for failing to report to the quarters of his company for duty at the expiration of a leave of absence on June 26. After an investigation of this matter your committee find that the communication of Battalion Chief Murphy does not constitute any cause for a complaint and accordingly recommend that the same be placed on file.

From the Superintendent of Engines, submitting a report of employes of the corporation yard absent from duty during the month of June. Filed.

From the Board of Public Works, advising that the Board of Supervisors have been requested to set aside the sum of \$813 for the purpose of constructing the pavement in front of the fire house on Twelfth avenue between Geary and Anza streets. Filed.

Calendar of matters submitted to the Board upon which no action was taken by the Administrative Committee, as follows:

Matter of hearing complaint against Wm. H. Lynch, hoseman engine 10, for failing to report to his superior officer the mutilating of the company journal on the 3rd inst. Four days suspension from original date.

Consideration of bids for inner and outer sectional tube units for fire engine boilers. Put over. Referred to Commissioner Dillon to report.

Consideration of bids for one or more steam fire engines with gasoline motor tractors attached. Put over to call of chair.

Consideration of bids for furnishing one or more gasoline motor tractors. Put over to call of chair.

From the Civil Service Commission, authorizing temporary appointments in the department for the month of July. Approved.

From the Secretary of the Fourth of July Committee, asking the participation of a fire on an exhibition to be held on that date. Request denied.

From First Asst. Chief J. R. Maxwell, reporting members who have been on sick leave for 90 days and over. Filed.

The plans of the new engine house, to be known as engine 48, at Twenty-second and Wisconsin streets, were submitted by Chief Murphy and approved.

Portland (Or) Fire News.

[Special Correspondence.]

The new American-La France truck has arrived. It has an 85-foot aerial and full equipment of ladders, etc. It is of the gasoline electric type, 4 wheel drive and 4 wheel steer. When accepted, it will be put in service as truck 1 in the business district, to take the place of the first class Hayes 80 foot aerial, which was demolished in an accident some time ago. The new truck has 276 feet of ladders and cost \$12,500.

Engine company 30 was put in service Monday the 23rd at 8:40 p. m. Capt. J. Williams is in charge, having been transferred from engine 10. The boys have a very neat and comfortable home. The building was designed by Battalion Chief Holden and cost \$8,000. A horse-drawn hose wagon will be used.

The Water Board has ordered the City Auditor to advertise for bids for 2800 tons of 8-inch and 300 tons of 6-inch iron water mains and 125 tons of special castings for immediate use. Contracts for these supplies will be let by Commissioner Daly after July 1st.

Two years, almost to a day since Chief Campbell met his death in the fearless discharge of his duty, a fund known as the David Campbell Memorial and Medal Fund was incorporated to perpetuate the memory of the beloved fire chief and to reward members of the fire department who risk their lives to save fellow men. The association plans to award handsome gold medals and is composed of Mr. C. G. Long, John F. Carrol, W. S. Pangle, Commissioner C. C. Bigelow and Asst. Chief M. Landenkloss. There is \$2,212.75 in the fund to start with.

At a special meeting of the Executive Board of the City Council a contract was awarded to the American-La France Fire Engine Company for one of its latest type No. 12 auto combination pumping engine and hose car. Bids were received from the Robinson, Nott, Seagrave and American-La France Companies and ranged from \$7,900 to \$10,700, the American-La France bid being \$9,000. The Nott Company's bid was \$7,900, and they guaranteed their machine to equal if not surpass the American-La France. The new pump is to be installed at engine 17, in the district where the majority of the hospitals and fine apartment houses and residences are located.

Contracts for 10,000 feet of 2½ inch and 1,600 feet of 1½-inch hose were let by the City Executive Board as follows: 3,000 feet of 2½-inch Paragon at \$1.10 per foot; 1,000 feet of 2½-inch Crackerjack at 85 cents per foot; 800 feet of 1½-inch Crackerjack at 48 cents per foot; 3,000 feet of 2½-inch Keystone at \$1.10 per foot; 1,000 feet of 2½-inch Victor at 80 cents per foot; 1,000 feet of 2½-inch Chwader at 83 cents per foot; 1,000 2½-inch Columbia at 85 cents per foot; 800 feet of 1½-inch Rescue at 48 cents per foot.

Seaside, Oregon, has laid a high pressure salt water service main and installed pumps; also divided the city into sections and created fire limits and made building laws which will go a long way toward preventing another conflagration such as was experienced there some time ago.

The new houses being built for the department are progressing rapidly. Truck 3's basement is finished; engine 4 and truck 2's new home is up and the interior work will soon be finished; engine 21, which will be located in the new jail building, expect to be in their new quarters in October.

The Lumbermen's Association has furnished every child in the Portland schools with a square piece of paper which, when folded as per directions, forms a drinking cup. Each fold as it is made changes the picture of a careless camper leaving a burning camp fire in a peaceful valley to a terrible forest fire. Some very interesting reading and fire prevention instructions are also printed on it.

The new fireboat David Campbell has been accepted and put in service at the foot of East Washington street, in the place of the George Williams, which will be placed in the dry dock and have her machinery overhauled and a new hull.

Hoseman C. V. Dolphy has been reinstated in the department. Dolphy was dismissed recently for having participated in a brawl with his comrades and used disrespectful language to a superior officer.

Hoseman Earl Chase was reinstated to duty at the meeting of the Board. Chase absented himself from quarters without permission. He was stationed at the supply house as supply wagon driver.

The contract for engine 2's new house has been awarded to C. C. Meyer. The new house will be located at Third and Glisan streets and will cost \$11,678. Work will be commenced immediately.

The Fire Committee of the Executive Board granted every member of the Firemen's Band his annual vacation to take effect about August 26th, so the boys can attend the convention of fire chiefs in New York from Sept. 1st to 5th. The boys are going to hold a picnic and excursion July 13th at Estecada to help raise funds for the trip.

Persons doing business with Schmalz & Son, brokers, are hereby notified that said firm has moved to 73 Third street, where they have large and commodious quarters. You are invited to visit their new store.—Advt.

We had the pleasure of a social chat with Captain Newell of engine 13 on his day off last week. As an official of this department Captain Newell is doing his share in endeavoring to bring the department to a high state of efficiency.

Captain Ward and Substitute A. Penelsky, who met with serious injuries by the overturning of engine 17's hose wagon on Fifth street last week, are both out of the hospital. They are getting along nicely with their arms in slings. In a brief talk with Captain Ward he informed us it would be from four to six weeks he thought before they would be able to report for duty.

Driver John Woodman of engine 5, it is reported, had a narrow escape from death this week. While he was pulling out of quarters in responding to an alarm, one of the harness supports hanging from the ceiling caught in his coat and held him suspended by the neck. Woodman wriggled and dropped to the ground before his collar had become too tight. He received numerous abrasions and contusions about the head, for which he was treated at the Harbor Emergency Hospital.

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PACIFIC FIREMAN



VOL. X.—NO. 34

SAN FRANCISCO, SATURDAY, JULY 12, 1913.

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Around the Bay Cities.

[Special Correspondence.]

The following are on the eligible list for appointment as firemen in the Oakland Fire Department: F. C. Kispert, G. H. D. Doane, H. M. Fuller, J. H. Herrick, L. W. Parks, E. Gaynor, F. H. Walden, H. T. Jones, L. W. Eddy, W. Shea, P. J. Sullivan, J. L. Barry, E. C. Alber, T. Hackett, F. Ward, J. D. Keane, C. M. Lambert, Jr., S. N. Norman; eligible for appointment as stoker, Jas. M. Nairn.

All boarding, lodging and sorority houses in Berkeley must have adequate fire escapes to accommodate all students in the buildings. Many buildings used for these purposes have no fire escapes at present. All must be fully equipped by the opening of the University for the fall term.

The fire that destroyed the manual training annex to the Bay School is thought to have started from spontaneous combustion. The fire is believed to have started in the paint room where a quantity of oils and varnish and paint was stored. The loss is estimated at \$1500, partly covered by insurance.

Grass fires have been keeping the departments of the East Bay cities on the run during the hot spell, and all the members are thankful for a "sane Fourth."

Three figures have been submitted to the Alameda City Council for the repair of the auto pumping engine that was wrecked recently. This engine was the first piece of automobile apparatus to be used on the Pacific Cast. It was purchased in 1908 and

has been in active service ever since. Engineer Wagner, who was at the wheel at the time of the accident, is recovering.

Another fire of incendiary origin broke out in a Berkeley residence last week, but owing to the prompt arrival of the department it did not gain headway. This is the fifth fire of mysterious origin during the past year, and all have started in the fashionable residence district.

The members of company 1 of the Richmond department entertained their wives recently at a whist party in the club rooms of the company. Several prizes were awarded and an enjoyable evening was spent.

A fire of mysterious origin broke out in the store of the Girard Piano and Furniture Company in Oakland, Tuesday morning, and did damage estimated at \$30,000. Lieut. Max Dohrman of engine 2 was taken to the receiving hospital in a serious condition, and several other firemen were overcome by the blaze and gas.

Monthly Meeting Veteran Firemen.

The regular monthly meeting of the association was held at their headquarters, 368 Fell street, Tuesday evening, July 1st, 1913. All of the officers, directors and a large number of the members answered roll call. The routine business was rapidly disposed of; an amendment to the law was presented, read and passed to its second reading. The various committees reported progress. The picnic committee reported a further collection of \$85 to \$550 reported and turned in last meeting, making the

total so far received, clear of all indebtedness, \$635. The By-Law Committee reported that the new and revised edition of the laws was now in print and that they would be ready for distribution at our next meeting, August 5. A committee consisting of Comrades John S. Farley, John J. Cain, C. H. Waterman, Chas. F. Healey and Jas. J. Britt was appointed to arrange for a ladies' night on the evening of Labor Day; reply postals will be sent out to ascertain the number that will participate. The tickets will entitle the holder and one lady to admission; the tickets can be transferred if in the event of the comrade getting the ticket cannot go. The business of the evening being concluded, the whist tournament held the attention of the members until about midnight. Refreshments were served during the evening.

Truck 4 Defeats Truck 2.

July 2 the North Beach Playgrounds was the scene of a great battle between truck 4 and truck 2. Truck 4 jumped in the lead in the first inning by starting a batting rally, and when the inning was ended the boys from the hill had scored two runs; the hoys from the beach could do nothing with Allen, the hilltop pitcher, in their half.

The second inning started with Linderberg at the bat, who bunted and beat it out; Andrews laid down a nice sacrifice, Linderberg going to second; Hughes singled and stole, O'Neill doubled, scoring Linderberg and Hughes; Morgan hit Brennan on top of the head which put Charlie to the

mat, but you cannot keep a good man down; he was up and went to first rubbing his bean. Bowler got a walk filling the bases and then Comber hit a home run clearing the bags.

Morgan, truck 2's pitcher, then steadied down and pitched as nice a game of ball as anyone would want to see, and inning by inning they cut down the long lead, so when the sixth inning was reached to score stood 8 to 6 in favor of the hill boys.

Truck four sent over three runs in the seventh, Allen walked, Bowler singled, Hughes also singled, filling up the bases; O'Neill was there with a double, scoring Allen and Bowler, when Hughes scoring a second later on a boot.

Truck 2 came back in their half; Valente singled; Derham was there with a drive to center; Lavin pounded out a double, scoring Valente; Reidy doubled, scoring Derham and Lavin; Hackett hit for three bags, Reidy scoring; Lavaroni hit one to center that looked like a home run, but Andrews made a nice catch after a long run, ending the game. Final score 11 to 10 in favor of truck 4. Allen and Morgan pitched fine ball and Brennan and Lavin did good work behind the bat.

The features were the hitting of O'Neill Linderberg, Bowler and Comber of truck 4, and Hackett, Lavin, Derham and Reidy were the stars for truck 2. The fielding honors went to Andrews, Valente, Lavaroni and McKenna.

The line up was as follows:

Truck 4		Truck 2
Allen	Pitcher	Morgan
Brennan	Catcher	Lavin
Linderberg	1st Base	Reidy
Gavin	2nd Base	Dubbs
Bowler	3rd Base	McKenna
Hughes	Short Stop	Hackett
O'Neill	Left Field	Lavaroni
Andrews	Center Field	Valente
Comber	Right Field	Derham

At San Diego, July 5, when the firemen had extinguished a small blaze in a hotel at Sixth and E streets, they discovered that elaborate preparations had been made to burn the building, in which more than 300 persons were sleeping. The firemen found cans of distillate, bottles of oil, with wax

corks turned end down so the oil would scatter, saturated excelsior and an oiled-soaked string fuse.

The Astoria Girls' Hose Team.

The Astoria (Ore.) Girls' Hose Team that was organized to compete on July 4 with similar teams from Lents and Gresham, was composed of ten girls, ranging from 14 to 18 years of age. All the girls had procured natty uniforms of white waists, blue bloomers, black stockings and white hats and shoes. They were being drilled by Fred Brown, who was manager of the team, and practiced daily in runs with a cart. These races were an attractive feature of the land sport's programme on the Fourth.

Portland also had a novel representation at the big celebration at Astoria on the Fourth of July. In addition to the annual regatta there were other features and contests, and the girls' hose team of the volunteer fire department of Lents were among the features. This organization took part in the fire department tournament, being entered in three events which were classified as the speed, wet and dry races. Chas. Breshears was also a member of the hose company, which was a well-drilled affair that planned to go after all the honors attainable at Astoria on the Fourth.

Meeting David Scannell Club.

A specially-called meeting of the David Scannell Club was held June 23rd, 1913, at Veteran Firemen's hall, 368 Fell street.

The meeting was called to order by President Alexander George.

First Vice-President Gallatin, Treasurer S. J. Spear and Directors Brown and Siewert were absent.

On motion regularly made, seconded and carried, the Constitution of the club as submitted at the previous meeting, with corrections of typographical errors, was adopted subject to majority vote of the club members.

On motion the president was directed to appointed a committee of two to wait on the mayor.

On motion the president was directed to appoint a committee of one on adoption of official club button, said committee to report on same at next

meeting.

A motion was made to adjourn subject to call of the chair.

C. J. BRENNAN, Secretary.

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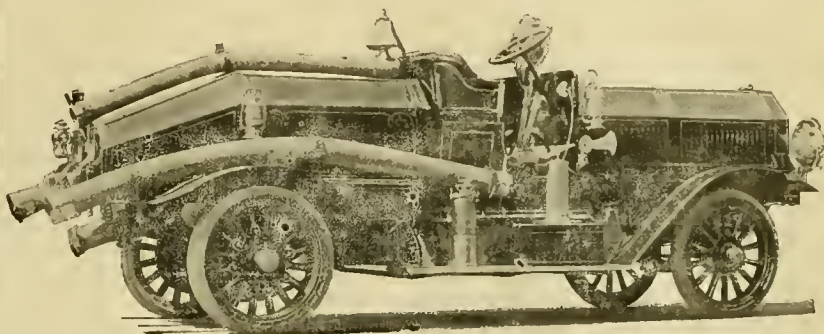
Bessie Barriscale's return to the Alcazar Theatre next Monday evening promises to be a notable event, for the locally popular little actress comes as a full-fledged star and has just concluded a very successful transcontinental tour. Accompanying her is Howard Hickman, who also is a favorite of the Alcazar's clientele, and supporting them will be Belasco & Mayer's complete acting corps. An unusually heavy advance sale of seats assures crowded audiences throughout the coming week. Charming comedy is "Such a Little Queen," the medium of Miss Barriscale's reappearance in the O'Farrell-street playhouse. It was written by Channing Pollock, author of "In the Bishop's Carriage" and other successes, and when produced in New York, where it scored a season's run, the critics pronounced it his masterpiece. In uniqueness of conception and quaintness of treatment it has few equals.

Empress Theatre.

The Empress management announces a varied programme for Sunday afternoon, with Porter J. White, the distinguished legitimate star, as the headline attraction, in "Scandal," proclaimed the best of the miniature dramas ever presented by this versatile and highly pleasing legitimate star. Emma Francis, a danseuse and singer and her young whirlwind Arabians will be the added feature, appearing in a versatile act that comes close to headline honors. The Booth Trio keep the audience in continuous laughter in their novel and snappy cycling performance. Gus Hibbert and Harold Kennedy, two comedians who use burnt coke, will present a routine of songs and patter that keep the audience in a merry mood. Fred Pisano and Katherine Bingham are programmed for several character impersonations songs and dialect numbers. Morris and Beasley will offer catchy songs and artistic dancing in their refined absurdity entitled "Manicure." McCormick and McCormick, manipulators and jugglers, Essanceoscope motion pictures and the Empress orchestra are features of a bill full of good entertainment.

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Postoffice at San Francisco, Cal., under the Act of Con-
gress of March 3, 1879.

No date has been named for the conference with the Mayor and the Fire and the Civil Service Boards whether one or three names shall be certified.

At a meeting of the Pension Board Friday Engineer Barricks was granted a pension, to take effect August 1, having put in 26 years in the department. The Arata and Giro applications will come up next Monday evening.

Dr. Madison of San Diego, who committed suicide in his cell Wednesday, was held for arson as a result of the fire in the Owl China store, under the Leland Hotel, of which he was the owner. He admitted setting fire to the hotel to secure the insurance. He also made a partial confession of a life of crime in several cities.

In the current issue of the N. Y. Municipal Journal appears a decision handed down by Judge Hamilton of the Circuit Court of Portland sustaining the Executive Board of that city in the matter of purchasing fire apparatus, which goes far toward clearing up the point frequently brought up that a municipality has the right to accept other than the lowest bids. The article in full will appear in the next issue of the PACIFIC FIREMAN.

The San Francisco Underwriters' Fire Patrol has recently placed an order for their fourth American La France motor service wagon. As was the case with their last or third car ordered from the same people, no competitive bids were asked for. The Fire Patrol directorate and Superintendent Comstock are fully convinced that the American La France is the ideal motor apparatus for San Francisco conditions. The first of these cars was placed in service in the San Francisco Fire Patrol in May, 1911. Up to this time this piece of apparatus has traveled over two thousand miles to and from fires and has never yet gone to the shop for repairs or adjustment of any kind. With the exception of pneumatic tire up-keep (with which type of tires this car is equipped) the only expenses thus far on this apparatus are represented by bills for gasoline and oil.

Carl Miller of engine company 22 of Los Angeles was a visitor to this office this week.

Fire as a Civilizer.

The discovery of fire by prehistoric man was a great step in his progress toward civilization, as it resulted in his forsaking trees in which he had slept for centuries, owing to the fear of being devoured by the wild animals of the forests which roamed after night-fall; for during the daylight he was able to avoid them, being active and swift of foot, and when night came he slept secure in caves by keeping a fire at the entrance, besides making it possible for him to cook his raw fish which the tides had thrown up on the ocean beach, making it much more palatable. It is owing to the discovery of fire by primitive man that we have made progress step by step up to the present.

Through fire, utilized with water, we have been able to send locomotives across continents at 60 miles an hour and ships to foreign ports in less than one-third of the time it took sailing vessels. In the hands of civilized man, fire, when rightly utilized, is the greatest of all blessings to mankind; but, in the hands of the thoughtless and careless, it has resulted in the loss of thousands of human lives and the destruction of property in billions of dollars throughout the civilized world.

With fire, combined with water, we heat our houses, cook our food, drive all sorts of machinery in shops, mines, etc. Without it this great American continent would never have been discovered; our ancestors would have been compelled to continue to struggle along on the banks of the Nile, where human life is said to have first emanated or some other tropical clime, where clothing is not absolutely necessary; where population would soon become so dense that the strong would kill and devour the weak in the struggle for existence. In fine, without the discovery of fire, we would simply be no better than a race of cannibals—civilization would have been impossible.

The Mt. Tamalpais Conflagration.

The Examiner of Thursday, in its account of the result and cause of the Mt. Tamalpais fire, in a brief summary says, under the following head, "Here's What Happened:"

A cigarette was tossed out of a car window. This is what happened:

Muir Woods, one of the most beautiful natural resorts in the world, is a sheet of flame.

The crown of Mt. Tamalpais, loved playground of city dwellers, is a great, black cinder.

The towns of Mill Valley, Larkspur, Corte Madera and Kentfield are fighting back walls of fire.

Six thousand acres of magnificent timber land has been laid waste.

Scores of beautiful country residences, cottages andungalows, hidden in the wooded retreats, are menaced by unquenchable fire.

For three days four thousand men, soldiers firemen and civilians are fighting four widely distributed acres of fire. The flames have

denuded the crown of Tamalpais, devastated 6,000 acres of timber land, burned the cottages and temporary structures at Muir Woods.

The Marin county residents who are fighting side by side with the smoke-grimed soldiers and sailors, to save their homes, number about 3,000. Of these, 1,500 are in Mill Valley and the others in Larkspur, Corte Madera, Kentfield and the surrounding canyons.

The fire started from a careless thrown cigarette on the southwest shoulder of Tamalpais Monday morning, worked eastward for two days, leaped into Blichdale canyon and roared down within striking distance of Mill Valley early Wednesday evening. Soldiers and citizens fought to the last pitch of desperation. The wave of fire was beaten back, but another came from the west. A hidden tendril of flame had crept into the deep Muir Woods, the fire leaped among them, and a second widening blaze swept down toward the village.

Wednesday night chief Murphy, it is reported, sent the fireboat David Scannell, with thirty firemen and two fire engines and 12,000 feet of hose in charge of Battalion Chief Cook. The hose was laid up Larkspur canyon, whence all residents had fled, and at an early hour Thursday morning the firemen were making a stubborn fight.

Thursday morning Asst. Chief Maxwell of the San Francisco Fire Department and Wm. Richie took charge of 1000 men in Cascade canyon and began the construction of a fire-break to protect the reservoir and the water-pipe line.

Henry Glynn of engine 8 of this department is reported to have been seriously injured. He was brushed from his seat on the chemical by the limb of a tree after helping to extinguish a small blaze west of Mill Valley, Thursday.

As we go to press the fate of the above four towns rests with the winds. More troops are to be rushed to the scene of the great mountain fire, as fierce flames shoot high from surrounding quarters.

Battalion Chief Britt collapsed at quarters Thursday as the result of partial asphyxiation late Wednesday from the fumes of nitric acid while fighting a fire in the McPike drug store, 204 Fourth street. After the fire he complained of feeling ill and went to his home. He reported for duty Thursday morning, but soon after lapsed into unconsciousness and was conveyed to the Harbor Emergency Hospital. His condition is said to be serious.

We are pleased to announce that nothing more serious than a general shaking up befell Battalion Chief Boden in the collision of his buggy with a vehicle at East and Pacific streets last Monday.

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[Special Correspondence.]

Another suit has been filed in Seattle to compel the Board of Public Works and Chief Stetson to cancel their contract with the Seagrave Company for motor hook and ladder trucks and buy to suit certain politicians. These latter were adroit enough to come in with a lower bid, but the total saving to the city by buying of them would be only \$125 out of a total of over \$20,000. The last suit in the same cause was thrown out of court because the plaintiff, who was the only witness called, swore that his companies were incorporated in this state and that he was a taxpayer, and it was promptly shown that none of his statements were true. Chief Stetson has had many years of experience and has gone through the east looking at motor apparatus. The fact that he failed to find any such as these people are trying to sell in Seattle may be his misfortune, but there is no reason why he should be attacked and abused because of it.

Portland (Ore.) Fire News.

[Special Correspondence.]

PORTLAND, Ore., July 7, 1913.

July 1st saw the end of the Mayor and Council form of government and the installation of the Commission form. The fire department is known as the Bureau of Fire and is under the direct supervision of Mayor Albee. The new charter and form of government does not affect civil service.

Portland firemen now have a pension law in effect. They have 1 per cent deducted from their salary warrants by the city treasurer each month which goes to the fund; also all presents and bequests, all fines on the members for misdemeanors and breaking of rules and a tax levy of one-tenth of 1 mill on the taxpayers makes up the fund. In case of accident the boys draw full salary for a period not to exceed one year. In case of sickness they draw half salary for a period not to exceed three months. In case of death their dependants receive one-half salary. A fireman who has twenty years' service in and is 50 years old is eligible to retirement on half salary. Any member who becomes totally disabled is eligible to pension on half salary.

The old fire bell which has sounded the boxes in Portland for forty years has been taken down from the tower in the rear of engine 1, as the tower is considered unsafe for its weight, which, with its frame, is 4567 pounds. The firemen want it placed in the firemen's plot in Lone Fir Cemetery to be used as a monument.

Plans for an immense concert are being prepared by the leader of the band and Chief Stevens. The Firemen's and Police Band will unite in making it a grand success.

The new aerial truck has been accepted by the city and paid for. During the tests it made 35 miles per hour on the level.

The largest cash payment ever made by the city treasurer was made to A. G. Long for fire apparatus purchased recently. Mr. Long carried \$52,000 away from the treas-

urer's window in a canvas bag.

Ex Mayor Rushlight was presented with a handsome silver loving cup by the members of the Executive Board at the close of their last meeting.

The Multnomah Truck and Bag Company's large plant at Kenton burned with a loss of about \$130,000. The plant is outside the city limits, but a telephone alarm was responded to by Asst. Chief Leudenkloss with engine 30 and engine 13, the new auto pump and hose wagon. The St. Johns Fire Department was entertaining the volunteers from the Kenton and Peninsula departments, and when the fire was discovered the boys immediately grabbed what turn out coats and helmets they could get their hands on and were at the fire, three and a half miles distant, in 30 minutes.

Several apparently incendiary blazes have been found by the firemen recently.

Meeting of the Fire Commission.

At a meeting of the Fire Commission, held July 4, we take the following excerpts from the Administrative Committee's report, which was approved by the Board:

From the Board of Fire Pension Fund Commissioners, advising the Board that the following members of the department have been retired on pension: George McDonald, hoseman engine 23, for physical disability, to take effect July 1, 1913; John Wills, battalion Chief, for full term of service, to take effect July 1, 1913; Leo M. Castillo, truckman truck 12, for full term of service, to take effect July 7, 1913. Filed.

From the chief engineer, recommending that the application of T. J. Keohane for a transfer from truckman truck 12 to truckman truck 1 be granted. Approved.

From the Superintendent of Engines, relative to providing Dayton airless tires for the motor-driven American-La France chemical engine. Recommend that the Superintendent of Engines be directed to prepare specifications with a view to advertising for bids for these tires.

From W. H. Vogel, hoseman engine 17, requesting that he be granted a leave of absence for fifteen days, without pay, commencing July 31. Granted.

From Battalion Chief Boden, submitting monthly report relative to the conduct of John McCarthy, under suspension for six months for an infringement of the rules, as directed by the Board. Filed.

From W. J. Harrington, hoseman engine 45, tendering his resignation as a member of the department, to take effect from July 1. Accepted.

From R. S. Sheehan, truckman truck 1, tendering his resignation as a member of the department, to take effect from July 1. Accepted.

From George M. Healy, hoseman engine 17, tendering his resignation as a member of the department, to take effect from July 1. Accepted.

From H. H. Walsh, hoseman engine 10, tendering his resignation as a member of the department, to take effect from July 1.

Accepted.

From W. P. Delany, machinist at the corporation yard, requesting that he be granted permission to leave the city for two weeks, on account of sickness. Granted.

From the Superintendent of Engines, submitting a complaint against B. A. Davis, watchman at the corporation yard, for failing to report for duty at the corporation yard on July 2. Ordered charges be filed.

From Charles N. Black, General Manager United Railroads, submitting a complaint against some person who stated that he was a member of this department and holder of badge No. 252, for assaulting Conductor S. L. Burnside of that company on June 21. Referred to chief engineer for investigation and report.

From Battalion Chief Radford, submitting a complaint, alleging that Frank Powers, hoseman engine 13, acting in an ungentlemanly manner while on duty on July 2. In view of the fact that this complaint was received over the telephone by the captain of engine 13, from some person who refused to give his name, and that your committee is not in possession of any facts to substantiate this complaint, we recommend that the matter be placed on file.

From the chief engineer, recommending that the application of J. H. Collins for a transfer from hoseman engine 29 to hoseman engine 45 be granted, to take effect on the 16th instant. Granted.

Calendar of matters submitted to the Board upon which no action was taken by the Administrative Committee, as follows:

From John T. Lahey, lieutenant engine 18, requesting a leave of absence for one year, without pay, commencing July 14, from his regular rank and position of lieutenant. Granted.

Consideration of bids for inner and outer sectional tube units for fire engine boilers. Commissioner Dillon to report on above. Awarded to American-La France Company.

Consideration of bids for one or more steam fire engines with gasoline motor tractors attached. Put over to Monday.

Consideration of bids for furnishing one or more gasoline motor tractors. Put over to Monday.

From the Civil Service Commission, certifying John J. O'Brien from its eligible list of blacksmiths' helpers for appointment. Appointed.

Resolution requesting the Civil Service Commission to certify four eligibles from its list of firemen for temporary appointment as substitutes. Approved.

A San Mateo dispatch says a fire Wednesday morning destroyed the factory and warehouse of the Pacific Bone, Coal and Fertilizing Company of that city, entailing a loss of \$100,000.

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PACIFIC FIREMAN



VOL. X.—NO. 35

SAN FRANCISCO, SATURDAY, JULY 19, 1913.

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Court Sustains Fire Apparatus Purchase

The following is Circuit Judge Hamilton's decision upholding the Executive Fire Committee of the City of Portland in the matter of purchasing \$63,000 worth of motor fire apparatus, which was awarded to the American-La France Fire Engine Company recently, published in the N. Y. Municipal Journal of June 26, is of vital interest to practically everyone in the fire apparatus business, from which we quote:

Circuit Judge Hamilton handed down an opinion sustaining the action of the Executive Board of the city in purchasing \$63,000 worth of fire apparatus from the American-La France Fire Engine Company, in October, 1912. The apparatus has been delivered and is in use, but the Mayor, City Auditor and City Treasurer were restrained from issuing the warrants for the payment of the account by a suit which was filed several months ago by D. R. Young, a taxpayer. This was the suit which was decided recently, and the decision leaves the city officials free to pay the bill. Young asked a permanent injunction against the city officials on the ground that the La France people were not the lowest bidders for the engines, and that the Executive Board had abused its discretion in awarding the contract to the concern. Other bidders for supplying the engines were the Nott-Joslyn Company, the Pacific Coast Fire Supply Company, the White Company, H. L. Keats Company and the Ahrens-Fox Company. The Nott Company submitted lowest bids on some of the ap-

paratus required. "The provision of the city charter which requires an advertisement for all supplies over \$250, is mandatory," said the judge in rendering his opinion. "However, it is not mandatory in every case to award the contract to the lowest bidder. Where the question is quality alone and all bidders are offering to supply goods of equal quality, the lowest responsible bidder should prevail. But every case must be determined on its own peculiar circumstances. The Executive Board in this instance was looking for engines that would best answer the purposes of the city. They decided to purchase the La France engines because they found them superior. Such discretion is necessarily vested in the board. It should be governed not only by the lowest bid, but by other circumstances as well. It was important that they should secure the best, and as no bad faith is alleged, the board was justified in its action. The court will not set aside the contract and will dissolve the temporary injunction already issued." The apparatus furnished by the La France people included a motor truck pumping and hose car and eight chemical and hose motor cars.

Chief C. W. Anderson, Sacramento, Cal., was seriously injured on June 20 in an \$18,000 blaze that started in the Glickman Furniture store and gutted an adjoining apartment. He had just recovered from an attack of appendicitis and fell down stairs, reopening the wound. He was forced to undergo a second operation. Capt. F. C. Jager, chemical 1, has been appointed acting chief of the department.

Leading to Two-Platoon.

An ordinance has been unanimously passed by the Beloit, Wis., Council which, it is freely said, means a straight two-platoon system for the fire department in a year or two. The new ordinance, recommended by Chief J. E. Nygren in a recent report, provides for the addition of three full-paid and two call men to the department, so that henceforth there will never be fewer than eight men on duty at each of the two stations under a new schedule of time on and off. By this schedule the men will be divided into squads, so that each man will be on duty for 24 continuous hours, and then get a lay-off of 12 hours. Before going on duty he will eat a meal at home and take two meals with him which he will eat in the fire station.

Firemen's Pension Furd.

An ordinance is being considered at Hutchinson, Kan., providing for a firemen's pension and relief fund. The fund is to carry an accident policy of not more than \$3,000 for the chief and assistant chief and \$2,000 for the firemen. It must pay \$100 on the funeral of a fireman or it may pay as a gratuity to the widow, children or beneficiaries of a fireman who dies as the result of his services, the sum of \$500 in addition to the accident policy. The association can pension those who have served during a period of twenty years and who are unfit for further service, a sum not to exceed one-half of their salary. If the City Commission retires a man who has served twenty years he must be pensioned.

Fireman's Dog First to Get to Blaze.

"There goes that fool dog again," said a fireman yesterday, as the fire truck from Seventeenth and Washington streets swung out of the house, with "Stub," the Boston Bull owned by Chief Young, barking at the horses' heels. "He is going to get his some day," added the fireman.

The same thing has been said of this dog every day for two years, yet he has always easily escaped the awful fate that has been predicted for him. Stub is the most regular attendant among the members of the Portland Fire Department, at the various fires that the firemen are called upon to combat. He always attends a fire with his boss, Battalion Chief John Young, and many times goes without Young.

Every time a fire alarm taps, either at the engine house or at the home of Chief Young, Stub rushes for the front door of the fire station to act as escort for the horses. From that, however, it must not be understood that every time the firebell rings that Stub jumps.

Many of the bells that ring at the fire house are only signals, and if it is a signal bell that rings, Stub will merely prick up his ear, bat one eye, and go to sleep again, but if it is an alarm, Stub is the first to be on the job. He knows the difference.

Some time less than a year ago, Stub was on the second floor of a fire hall when an alarm came in. The door to the stairway leading down to the first floor was closed, but there was a window open, and through that jumped the dog, falling 17 feet to the cement sidewalk below. Stub did not attend that fire nor several others that followed close after, but it did not stop him one whit, when he recovered from a few bruises.

Stub strayed away from home yesterday, and when Chief Young thought of him, he called up a certain fire house and asked for his pet. When told that he was there, the chief asked that the telephone receiver be put to the dog's ear.

"Stub, you come home, right away," said the chief over the telephone. In ten minutes Stub scratched at the front door.

This particular canine is extremely fastidious and there are only two places he will eat—at home and at a certain down-town restaurant where he has a standing invitation, which he accepts from one to three times daily.

"Sometime I expect he will get caught under the horses' feet," said Chief Young, "but I can't keep him away from the animals, so let him go."

Tamalpais Fire Only a Memory.

Only a smoky memory is left of the Tamalpais forest fire, that and a trifle of smoldering around Muir Woods, where a detachment of soldiery is on guard ready to stamp out the first signs of a blaze.

Above the Larkspur slopes to the main mountain ridges the fire is definitely out. The same above Mill Valley and the same along all the lower line of the fire's havoc, with the one small exception of the extreme westerly end of the line where it impinges on the big tree area.

Most of the troops have been withdrawn and the militia, which worked in accord with the regulars and foresters, will assist at the final obsequies.

Hannaberry to Head Martinez Fire Dept.

The Contra Costa Gazette of July 12 says William Hannaberry, one of the most enthusiastic and faithful members of the Martinez Fire Department, was honored by his fellow fire-fighters Wednesday night by being elected to the office of chief of the department to succeed John Briones.

When Constable C. H. Palmer declined to act as assistant owing to the press of other duties, B. B. Rogers was named and his election was made unanimous. Frank R. Jones was re-elected secretary and Fred Johnson, Jr., was elected to care for the funds of the department, which he has done for several years.

Governor Signs Two-Platoon Bill.

On June 26 Gov. Dunne of Illinois signed the two-platoon bill, which affects the Chicago Fire Department. This measure, before it becomes operative, must be voted on favorably by the people at a referendum election. It requires a majority of those voting on the proposition, and not a majority of those voting at the election.

An automobile of the Hillsborough Fire Department was wrecked early last week while responding to a fire alarm at San Bruno. It crashed into a disabled touring car belonging to A. L. Dressen of Burlingame which had been abandoned in the road. The firemen insist that there were no lights on the machine.

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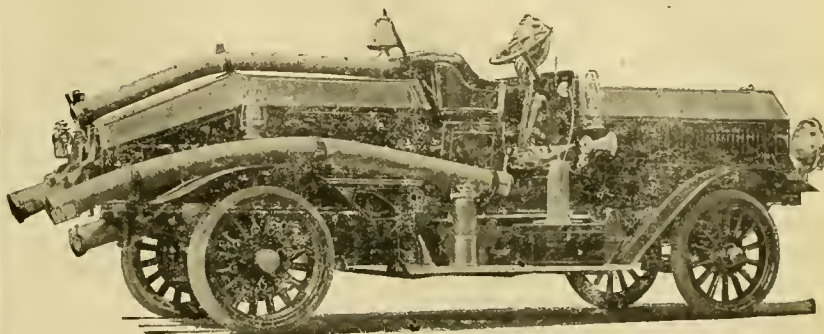
Forrest Stanley, who returns to the Alcazar Theatre next Monday evening to serve as Bessie Barriscale's co-star during the remainder of her season there, is well and favorably remembered by San Francisco's play patrons, for he was Lucretia Taylor's leading man when she was under Belasco & Mayer's management last summer, and he then proved himself to be an actor richly endowed with personal magnetism and histrionic ability. James Forbes' successful American comedy, "The Traveling Salesman," which will be the medium of Mr. Stanley's reappearance in the O'Farrell-street home of drama, was chosen because it enabled him to score an emphatic hit in the east and affords Miss Barriscale almost equal opportunity to do effective work. He will be seen as Bob Blake, a typical commercial tourist, and she has Beth Elliott, the pretty ticket-seller at a village railroad station in the middle west. These two characters are surrounded by more than a dozen others, each of whom is familiar to anyone who has studied the inhabitants of a small town.

Empress Theatre.

The Exposition Four, emperors of mirth and melody; John White and his Comedy Animal Circus and "The Trainer," a pretty story of the turf, will make up a triple headline bill at the Empress on Sunday afternoon. White's Comedy Circus is making its second appearance. Unridable mules, leaping hounds and dog actors that are particularly pleasing to the children go through their performance with remarkable intelligence. "The Trainer" is an artistic little sketch which unfolds a story written around a former trainer, who bets on a Kentucky horse to provide the comforts in his home, over which the stork hovers. Theo Lightner and Dolly Jordan, winsome comedienne, furnish a singing, dancing and piano playing act. Raymond Teal will be another big comedy spot with an abundance of funny parodies and stories. Marcou, a shadow-graph expert is a clever performer in his line, making almost every conceivable object with his hands and projecting them upon the canvas. Mme. Lorraine and her operatic trio and the Essanceescope wind up the bill.

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
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 gress of March 3, 1879.

Stockton, Redding, Chico, Placerville, Napa and Los Banos suffered severe losses from fire during the past week. San Francisco has been fortunate in only having a few minor blazes.

In a brief talk Monday night with Attorney Williams, he informed us that the Maxwell case had been appealed to the Supreme Court, and looked for a reversal of Judge Murasky's recent decision.

At the meeting of the Fire Commission Friday the matter of requesting the Civil Service Commission to certify eligibles to fill vacancies in the department was deferred until after the conference of both Boards with Mayor Rolph, which is to be held Thursday evening at 8 o'clock.

At a meeting of the Board of Fire Pension Fund Commissioners last Monday night the following action was taken: The application of Guiseppe and Rosa Arata, parents of the late Lieut. Arata, was granted, to take effect July 1. The petition of Margaret E. Girot, widow of deceased, was laid over in order to determine his rank in the department. Girot, up to the time of his death, was a machinist at the corporation yard. It was claimed by his wife, through her attorney, that Girot was a hoseman in a relief company and responded to second alarms and had a tapper in his home. The case was referred to City Attorney Long for an opinion.

The Commissioners of the Fire Pension Fund, in their annual report to the Board of Supervisors last Saturday, for the fiscal year ending June 30, showed that \$84,022.41 were paid out in pension benefits and other expenditures during the year. Twelve members of the department were retired because of injuries received in the discharge of their duties; six members were retired after completing their terms of service and that three widows of firemen, killed in the discharge of their duties, were granted pensions; that there are at present 110 pensioners on the roll, receiving pensions ranging from \$120 to \$624 per quarter. Of the \$87,000 available for pensions and incidental expenses during the fiscal year ending June 30, there is a balance on hand of only \$2,977.79.

The penny wise and pound foolish action of the Finance Committee of the Board of Supervisors in failing to recommend an appropriation to enable Chief Murphy to attend the annual convention of the Pacific Coast Fire Chiefs to be held in Tacoma, Wash., next month, also the International Association of Fire Engineers in New York City in September, is certainly to be deplored by every progressive citizen who has the efficiency of the fire department at heart. It is thought if Chief Murphy was enabled to attend the New York convention he might be able to persuade that body to meet in this city in 1915. The committee is certainly sitting on the lid all right to the detriment of the efficiency of the fire department.

At Monday's meeting of the Board of Fire Commissioners the contract for furnishing the department with a second-size motor-driven fire engine was awarded to the American La France Fire Engine Company, at a combined cost of \$10,931, that company having submitted the only bid for that type of apparatus. Commissioner Dillon strongly opposed awarding the contract where there was only one bid and voted "no." Commissioner Brandenstein was thoroughly in accord with Commissioner Dillon and explained his vote by stating that it was an urgent case of fire protection in the outlying district of the city where a fire station was awaiting equipment for some time; and, as only one bid had been submitted, he felt in duty bound to vote "yes," under the circumstances.

Portland (Ore.) Fire News.

[Special Correspondence.]

Patrick Keegan, chauffeur for Battalion Chief Young, is a married man and has been since Saturday evening, when he and Miss Katherine Keoter of 380 Pettygrove street were wedded by Father McDevitt. Pat tried to keep it a secret, but those things always leak out somehow. A honeymoon trip to Los Angeles will be next on the program. Pat is one of the most popular young men in the department and the boys all wish him good luck.

The bi-annual election of the firemen's representative to the Board of Pension Control is to be held Monday the 14th. The only candidates in the field at present are Lieut. R. G. Montague of truck 1 and Battalion Chief Jay Stevens. From present indications the election will be very close, as both candidates are very popular.

The installation of the new truck is only a matter of training the men to operate it satisfactorily, and Driver Harmand who drives the three big bays hopes it will take quite a while, as it may mean the separating of him and the finest team in the service. Boh, Bid and Baldy are exceptionally well matched in color and size, and they are the typical fire horses to perfection. Bill and his famous team have a reputation for quick hitching and getting away from the house, and Bill claims no three-horse team in town can pass him, and very few two-horse ones. They average 1500 pounds each. Baldy is 21 years old now and has made 2500 runs in the eight years

Bill has drove him, never missing an alarm since he went in service.

A length of the new hose which was purchased some six months ago burst at the fire in the East Side planing mill Thursday evening. This makes the second length of new hose to let go in the past month. The boys had the planing mill fire nearly under control when the hose burst and a street car cut another length in two which handicapped them, and before new lengths could be put in the fire got away and caused \$35,000 damage. An investigation is under way, being conducted by Chief Dowell and Mayor Albee.

The City Council of Forest Grove, Oregon, has ordered the immediate installation of an electric fire alarm system, similar to that now in use in Corvallis. There has been no adequate way of transmitting an alarm at night.

The department's band held their picnic Sunday, the 13th, at Estacada, and it was a great success. The boys had a fine day and a very large crowd attended. The volunteer departments from Lents, Gresham, St. Johns and Milwaukee attended; each had their private cars, which were sent direct to the towns for the firemen and their families by the band.

Seattle.

[Special Correspondence.]

About the only matter of general interest on at present is the truck contract case. During the Gill administration, a fellow named Mix found pretty nearly a sure way to sell apparatus and hose to the city by bidding just under the standard makes. The Board here was always strongly inclined to save trouble for themselves (but not for the city) by awarding to the lowest bidder. Mix would get somebody's hose or apparatus to bid on—stuff that was probably 10 to 20 per cent below the standards elsewhere in bids—and then come in just under the others. No attention would have been paid to him, but he is a special friend of the editor of the Times, who was the power behind the Gill administration, and still attacks and maligns anyone who differs with him. Mostly because of the general fear of the Times, Mix has sold \$33,000 worth of apparatus and hose to this city in three years—and by no means the best. This time both Board and chief got tired of being worked that way and gave the three motor trucks to the Seagrave, whose bid in the aggregate was only \$125 higher than it would have cost them to buy of Mix. Since then he has attacked them in the newspapers and courts, is scheming to remove Stetson and spreads all kinds of reports about him.

Captain Ellenberg of truck 1 has been acting battalion chief during Battalion Chief Britt's illness.

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Meeting of the Fire Commission.

At a meeting of the Fire Commission, held July 18, we take the following excerpts from the Administrative Committee's report, which was approved by the Board:

From S. H. Simons, stoker engine 37, requesting that he be granted a leave of absence for fifteen days, with permission to leave the city, on account of sickness, commencing July 16. Granted.

From D. H. MacDonald, truckman truck 10, requesting that he be granted a leave of absence for fifteen days, without pay, with permission to leave the city, commencing August 15. Granted.

From Edward O'Neil, driver engine 45, requesting that he be granted salary during disability, resulting from an injury to his knee while working at the quarters of his company on May 23. Allowed.

From Charles H. Spahr, relative to the department being equipped with first aid to the injured outfits for use in case of emergency accidents. Recommend that six outfits be purchased at a cost not to exceed \$54, the chief engineer to make the selection of the same.

Your committee recommends that a communication be forwarded to the Civil Service Commission requesting that this Board be advised as to the reason said Commission failed to approve the salary demand of J. L. Collins as captain of engine 29 for the month of June, 1913, and in this connection to invite their attention to the opinion of the City Attorney, wherein he holds that the fact that a captain is detailed as operator by the chief engineer of the department does not deprive him of the salary of the rank held by him. Lost.

From James Muldoon, truckman truck 12, tendering his resignation as a member of the department. Accepted.

From the chief engineer, submitting a list of vacancies in different positions in the department at the present time that should be filled. Recommend that requisitions be made on the Civil Service Commission for eligibles for appointment to these positions. Laid over to next week.

From the chief engineer, recommending that the application of Frank L. Smith for a transfer from lieutenant engine 2 to lieutenant engine 4 be granted, to take effect from the 16th inst. So ordered.

From the Chief of Police, requesting that Captain Sewell of engine 30 be detailed to act as official photographer in that department from July 17 to 31, during the absence of the regular photographer on his annual vacation. Granted.

From Battalion Chief Conlon, submitting a complaint against John Daly, truckman truck 6, for assaulting a conductor of the United Railroads and with using offensive language to him on June 21. Suspended for five days, the time during which he was under suspension.

From I. Gurmendez, acting captain water tower 1, submitting a complaint against

Frank Bell, driver water tower 1, for absenting himself from duty without permission on July 15. After an investigation of this matter your committee recommend that Bell be not allowed salary for the time absent from duty without permission.

Calendar of matters submitted to the Board upon which no action was taken by the Administrative Committee, as follows:

From the Pacific Motor Fire Apparatus Company, requesting that a date be set for making the required test of the Webb chemical fire engine. Set for Monday, 3 p. m.

Consideration of bids for furnishing one or more gasoline motor tractors. Put over.

From the Civil Service Commission, submitting the names of Thos. R. V. Kragen, Timothy J. Collins, Frank Carew and Edw. M. O'Donnell for appointment as temporary firemen to serve as substitutes. Appointed.

Resolution requesting the Civil Service Commission to authorize temporary appointments for the month of August, where there are no Civil Service eligibles available. Approved.

Trial of Bernard A. Davis, watchman at the corporation yard, for failing to report for duty on July 2. Sixty days' suspension.

Truck 8's Defy to Truck 2.

Inspired by the success and the interest and enthusiasm manifested by the fire laddies and their adherents on the West Side, and the keen and no less friendly rivalry existing between the two North Beach teams, the boys from the South Side have formed and will put into the field, literally tossing their helmets into the arena as it were, an aggregation of balltossers, calculated to give any of the department nines a stiff argument, and who will endeavor to lift the laurels of the victors and the supremacy of the department from the Northern teams.

With that intent and purpose in view, the laddies from the South Side have issued a defy, thrown down the gauntlet to the Northerners and forwarded a challenge. The boys from truck 2 have gallantly accepted said challenge and will try conclusions, also cross bats with the South Siders in mortal combat (not deadly) on the field of baseballdom on the 23rd day of this month at the Seventh and Harrison street Playgrounds.

It might be mentioned that the Southern team is composed of members of companies embracing that section known as the First Dynamite Corps, giving the team a distinct southern character, or complexion, or flavor, as you choose, and the management writes all the fans, and others who are not fans, together with the fanettes to be present and assist in encouraging and rooting for their favorite Southerners.

Chief Boden has gracefully consented to toss the first ball over the plate at 10 a. m. sharp, thereby precipitating the advent of the Southerners into the realm of the departmental baseball fraternity, and upon the introductory "Play Ball" of the official arbiter the teams will immediately respond in the

following order:

Truck 8	Truck 2
Buckley.....	Center Field.....Valente
Dubbs.....	Right Field.....Derham
Volke.....	Third Base.....McKenna
Dougherty.....	Left Field.....Lavaroni
Leichsenrang.....	Second Base.....Dubbs
McDevitt.....	First Base.....Reidy
O'Donnell.....	Short Stop.....Hackett
Moholy.....	Catcher.....Lavin
Collett.....	Pitcher.....Morgan

John Tehel, purchasing agent of the American-La France Fire Engine Company, was a visitor at the meeting of the Fire Commission last Monday night.

Secretary Kennedy of the Fire Commission, with a few friends, will leave Monday on a hunting outing in Mendocino county. They expect to be gone a week or ten days.

Captain Bulger, Moholy and Billy Brown with two steamers, we understand, did some effective work during the Mt. Tamalpais fire. The residents, who had been fighting the flames day and night, as soon as they saw the apparatus went to bed, stating they felt safe.

After six years' experience in handling firemen's shirts, I have secured the best tailor-made shirts ever sold on the Pacific Coast. Every shirt is guaranteed. Customers who have dealt with me know that I never misrepresent. New customers will not be disappointed in these shirts. L. RIZNIK. -Advt.

The boys of engine company 4 are good gardeners as well as firefighters, and are said to be one happy family. They have a plot in the rear of quarters in which potatoes, lettuce, onions, cabbage, etc., are showing signs of a bountiful crop. Captain Kehoe stated to the editor that if Lieut. Smith is a good boy he'll allow him to pull weeds and take part in hilling up the potatoes.

At this writing (Wednesday), Battalion Chief Britt, who was partially asphyxiated last week from inhaling fumes of nitric acid while fighting a fire in a Fourth street drug store, is getting along nicely at St. Joseph's Hospital. Mrs. Britt has been in daily attendance at his bedside and expects to take him home in the course of a few days. He is the recipient of many visits from friends daily, who hope for his speedy recovery.

Lieut. Geo. H. Thomas of engine 25 is acting captain of engine company 17, in the absence of Captain Ward, who met with a serious and painful accident recently by being thrown from his hose wagon, breaking his arm. Lieut. Thomas was one of the first members of the department, when treasurer of engine company 34, over five years ago, to hand the writer \$2.00 for a subscription to the PACIFIC FIREMAN. He has been a member of the department many years, and has taken an active part in many hard battles with the fire demon.

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PACIFIC FIREMAN



VOL. X.—NO. 36

SAN FRANCISCO, SATURDAY, JULY 26, 1913.

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Fireman's Splendid Feat.

Firemen who had climbed with several lines of hose into the rear of the fourth floor of the ten-story building at 121-125 West Seventeenth street, New York, on June 23, were unable to get to the flames because of the dense smoke. Six men who attempted to run through the smoke to break the front windows and let in air were overcome and were dragged back to safety. In the meantime the fire spread, and the firemen's escape was threatened.

"We must get a front window open," shouted Acting Deputy Chief Charles Ross, who was in charge of the firemen. "Frank Costello, you run down to the third floor, climb out on the sill of a window and smash one of those windows with your pole."

Costello went to the floor below with two other firemen. He climbed out on the window ledge and struck with his pole at one of the fourth-story windows. The blow fell short, as the pole lacked two feet of reaching the window above.

Costello then called to his two companions to lift him by his legs so that he could break the glass. The two men leaned far out of the window on either side of the sill. Each seized one of Costello's legs and lifted him slowly up, while Costello steadied himself with one hand against the wall of the building. He held the pole in readiness with the other. Hundreds of persons on the sidewalk looked on agape at the fireman's daring.

When Costello had been hoisted up the necessary distance he swung his pole, smashing the window above him.

Then he dived headforemost into the window on the third floor in time to escape the falling glass. A great volume of smoke poured out of the hole in the glass above, and in a few seconds the firemen on the fourth floor could see to throw their streams of water on the flames. Acting Deputy Chief Ross, who saw Costello's feat, said:

"It was one of the best pieces of work that I have seen in twenty-five years' experience as a fireman."

The fire was in a loft occupied by August C. Merle & Co., manufacturers of children's clothing. A short time before the fire was discovered the large number of girls and women employed in the building quit work for the day.—Fireman's Herald.

Nebraska Fire Department Strikes.

By a vote of 31 to 15 the Norfolk, Neb., Volunteer Fire Department, at a special meeting decided to suspend all fire fighting under the present fire driver with whom they are dissatisfied and whom they declare the City Council would not remove. The action of the department, it was declared at the meeting, means that Norfolk has no fire department. A committee of four firemen, one from each of the four companies, notified Mayor Verges of the action taken by the department immediately after the meeting was adjourned. It is believed that the mayor will take the matter up with the City Council immediately. Some officials believe that the entire department will be disbanded. The appointment of the driver caused dissatisfaction from the beginning.

An Impressive Scene.

From the Fireman's Herald of June 28, in its account of the death of four Montreal firemen while fighting a fire in Fabien Lane of that city, June 22, we take the following extracts:

The smoke was so dense at the point where the four lives were lost that it was some time before the others learned of the tragedy. The first inkling was when Captain Enlow, who was one of those who were near at hand, so near that he had both hands burned quite badly, exclaimed to a group of hook and ladder men, "Some of the boys are under the wall."

It was impossible to do anything then, but later a concerted rush for the spot was made, the men worked towards the debris like demons, while others played streams of water on them and the mass of stuff they were overhauling.

In a few moments the head and shoulders of the first body were uncovered with the face badly burned. Clapsed tight in his hands was the nozzle he had been directing when the wall fell on him.

His comrades lifted him in their arms, and with the nozzle still clapsed tightly to his breast, they carried him with three others to the improvised morgue in the office of the City Ice Company on St. Cunegonde street.

It was a most imposing sight to see every fireman standing with bared head, as the little procession filed past with their burden. A hush fell on the spectators, and there was not a covered head among them. Similar scenes were enacted as the bodies of the other three were uncovered.

An imposing civic funeral were given the four firemen on June 25.

Fifty Perish in Flames.

Fifty women and girls are known to have perished in the flames in the destruction of Freeman's overall factory, Binghamton, N. Y., Tuesday. In their mad struggle to reach the street on the overcrowded fire escapes scores were injured, many of them fatally, by leaping from the top floor as the fire drove them out. Immediately after the fire started, the factory in a few minutes was a roaring furnace, and the members of the Binghamton fire department were unable to get near enough with a hose to have any effect in checking the flames.

When the firemen arrived they were unable to get within 200 feet of the building and the streams from their hose were turned into steam without effect upon the fire. Life nets and extension ladders were useless. There was no chance for those caught on the upper floors except to jump, and this many took, while others fell, crumpled with the heat.

The fire seemed to burst from every part of the building at once. Girls and women were clustered on the iron ladders. But the flames were too quick for them.

The first puff of flame was hardly discerned before the fire leaped along the staircases and walls, up the elevator shaft, along the floors and ceiling. Front and rear the flames helched forth, clear across Wall street, on which the building fronted, withering the shade trees on the river bank and scorching the building across an alley at the rear.

Fire drills had been carried on so frequently of late that the employees began a leisurely march to the exits when the alarm sounded. The fire department was delayed by an alarm turned in a quarter of a mile from the fire.

Firemen's Plot in Laurel Hill Cemetery.

Last week First Asst. Chief John R. Maxwell received a letter from the Laurel Hill Cemetery Association stating that owing to funds not forthcoming the graves in the fireman's plot were being neglected, and that the watering of the graves must be discontinued.

That the ranks of the old Exempt

Firemen are so thinned out by death that there are not enough of them left to raise the necessary \$150 to pay for the water with which to keep green the graves in which many of the old veterans of the early days of the department sleep.

"It is a shame to neglect the graves of the men who made this fire department what it is," said Maxwell. "If the members of the Mutual Association would only contribute 25 cents each there would be enough to pay the expense."

Chief Maxwell paid the money himself and stated that he would bring the matter to the attention of the Mutual Aid Association in the meantime.

Bad News for "Shorties."

Under the above caption the Fireman's Herald of recent date editorially says:

Out of Boston comes the report that the mayor will not permit men to become firemen who are less than five feet and seven inches tall or weighs less than one hundred and forty pounds. The City Council had fixed the requirements at one hundred and thirty-five pounds and five feet six inches.

It seems too bad that one inch and five pounds should stand between a man, otherwise qualified, and entrance into a fire department. But in most fire departments the length and weight favored by Boston's mayor are demanded, and in some instances even more.

There are, however, in the American fire service a large number of men whose physique does not conform to any standard ever approved by gymnasium directors, and yet they make good firemen and their officers would not part with them for all the perfectly proportioned Apollos in creation.

Nevertheless you cannot have civil service without rules and in this matter of height and weight you must stop somewhere—a the record-holder said when he threw down his fork after his fifty-fourth pie.

The first motorcycle used in the Sacramento Fire Department has given such good satisfaction that the department contemplates the purchase of several additional machines.

A Stockton dispatch of July 21 says Stockton's "firebug" was busy again Sunday night. This time a \$2000 barn belonging to Frank S. Boggs was destroyed. Neighbors have given a description of a stranger seen about the place early in the evening. The fire brings the total "firebug" loss in that city in the last week to \$170,000.

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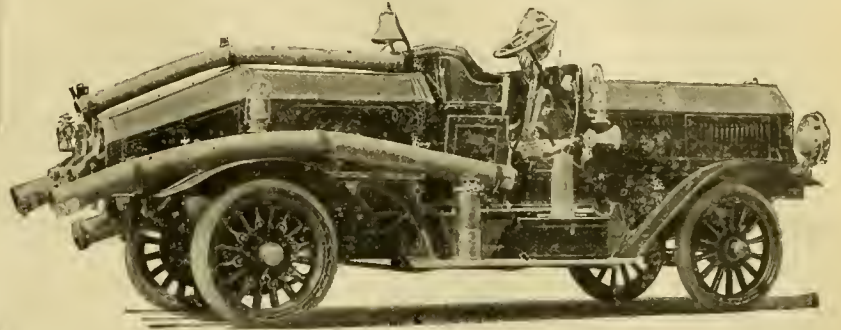
"Mrs. Dot," the Alcazar's offering next Monday night and throughout the week, will be another well-fitting vehicle for Bessie Barriscale, Forrest Stanley, Howard Hickman and the regular company. Written by W. Somerset Maugham, the British playwright, it served Billie Burke as a starring medium during a season in New York and a year on tour, and this will be its first presentation at popular prices. Miss Barriscale's talents are admirably adapted to effective portrayal of the central figure in "Mrs. Dot." She has the role of the youthful, pretty and vivacious widow of an opulent London brewer, and when she finds that Gerald Halstone, a poor young fellow who has won her affection, is engaged to marry a girl unworthy of him she neither mopes nor seeks distraction, but systematically plans to win him for herself. How she manages to succeed without conveying dissatisfaction to anyone concerned makes delicious comedy. Mr. Stanley will be seen as Gerald, Mr. Hickman as the widow's cynical accomplice, Jerome Storm as the youth she utilizes to transfer Nellie's loyalty, Burt Wesner as Gerald's valet, Alice Patek as Nellie, Adele Belgarde as her mother and Anna McNaughton as "Dot's" maiden aunt.

Empress Theatre.

"The Cavaliers," a magnificent scenic and musical production and "The Passenger Wreck" will be joint headline attractions at the Empress Theatre Sunday afternoon on a varied and costly bill. "The Cavaliers" is one of the most novel and unique musical attractions in vaudeville. The management assures a rollicking offering in "The Passenger Wreck," wherein comedy and tragedy have a large place, with comedy slightly overweighing the tragic portion of the act. Three sturdy athletic girls, the Three Bennett Sisters, give an exhibition of physical culture exercises. A swagger set of soloists will be seen when the Palace Quartette make their appearance. Joe Birnes, the poetic story teller of character songs and dialect stories, will be a popular favorite. The Georgia Trio will offer some amusing chatter and Florence Bowes, a singing comedienne, complete the bill.

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gress of March 3, 1879.

The conference of the Fire and Civil Service Commissions with Mayor Rolph, which was to have taken place last Wednesday night, was put over to next Tuesday evening.

An interesting letter from our Oakland correspondent, containing a vast amount of news of interest of various departments across the bay, having arrived too late for publication in this issue, will appear next week.

Former Efficiency Expert E. R. Zion, now in the Civil Service Department, is planning for making all city employes independent of their superiors and dependent for promotion on the actual work they perform. He proposes to keep a record showing every employe's actual output of work, so that when promotions are to be made, the fittest can be chosen by the Civil Service Commission.

As the firemen of Seattle now enjoy all the benefits of the two-platoon system, with its daily 12 hours of leave off, it is more than doubtful if they will be allowed to take their 15 days' vacation, to which they were entitled under the old system, when they had 12 hours off every fourth day or 24 hours off each eighth day. The matter is all in the hands of Chief Stetson, who insists that before vacations are allowed some provision must be made by the council to pay the salaries of the necessary substitutes.

The Civil Service examinations to the rank of assistant engineers in the fire department was begun Wednesday afternoon. The examinations took place without the physical test. Wednesday the applicants were examined as to their knowledge of fire prevention, etc. On Thursday afternoon they were examined on fire fighting, laws and ordinances relating to fires and fire department rules and inspection. Friday, written reports on subjects were given by the commission which completed the examinations. The names of the eleven battalion chiefs who took the examinations are as follows: John J. Conlon, James Radford, Thomas J. Murphy, Charles R. Murray, Stephen D. Russell, James P. Britt, James F. Layden, John R. Maxwell, Michael Boden, Walter A. Cook and George G. Bailey.

Meeting of the Fire Commission.

At a meeting of the Fire Commission, held July 25, we take the following excerpts from the Administrative Committee's report, which was approved by the Board:

From the Civil Service Commission, submitting a copy of rule adopted by that commission relative to vacations and emergency leave of absence, and prescribing conditions to be complied with in connection therewith. Recommend that the City Attorney be requested to furnish an opinion as to whether Ordinance No. 2297 (New Series) under which this rule was adopted would apply to other than the employes of this department who are not regular members thereof.

From the chief engineer, recommending that the following applications for transfers be granted, to take effect August 1st: J. T. Lahey, from lieutenant engine 18 to lieutenant relief engine 1; M. J. O'Connell, from lieutenant relief engine 1 to lieutenant engine 18. Approved.

From John T. Lahey, lieutenant engine 18, submitting a waiver of all pension rights in the department in view of the fact of having been granted a leave of absence from the department without pay for one year from July 14, 1913. Filed.

From J. J. Flood, hoseman engine 24, requesting that he be granted a leave of absence, without pay, for a period of one month, commencing August 2, with permission to leave the city, on account of sickness. Granted.

From Acting Battalion Chief Ellenberger, reporting the receipt of a check for twenty-five dollars from R. A. Crothers of the Bulletin, to be distributed amongst the members of truck 1, in appreciation of the services rendered by that company at a recent fire at the Bulletin building, and requesting permission of the Board to divide this sum in equal proportions amongst said members. Granted.

From the chief engineer, recommending that the Civil Service Commission be requested to certify one engineer, five truckmen and two hosemen from its eligible lists for appointment in this department. Approved and so ordered.

From the chief engineer, recommending that the Board of Public Works be requested to take immediate steps in the matter of having plans and specifications prepared for the construction of buildings for engines 12 and 48. Approved.

From the Industrial Accident Board of the State of California, requesting certain data concerning a recent accident to Frederick Isbell of engine 34. Recommend that Secretary be directed to reply that this department has no record on file as to any such accident having occurred.

From Martin E. Wormuth, hoseman engine 38, requesting that he be allowed salary during disability, resulting from a fractured wrist, received while off duty on his annual vacation. Recommend be denied, as Wormuth was not on duty at the time and did not receive said injury in the performance of duty in the department.

From Wm. Bullier, hoseman engine 19, requesting that he be granted a leave of absence for 21 days, with pay, commencing July 24, with permission to leave the city, on account of sickness. Granted.

From the chief engineer, submitting reports on the following named probationary members whose probationary terms will expire on August 1, 1913: J. J. McGrath, P. T. Joiner, James McDevitt, T. F. Lynch, horse-shoers; J. J. McGlennon, E. B. Williams, Daniel Dewar, blacksmiths; J. F. Coughlin, Richard A. Cole, blacksmith helpers; Charles Bradley, J. V. Doherty, carriage painters; J. J. Kane, G. W. Harris, boilermakers; E. C. Laws, D. A. Ahern, harnessmakers; Thomas Gunderson, M. C. Johnson, pilots fireboat 1; T. F. Carrick, T. J. Daly, engineers; Leo Strand, Hugh O'Rourke, W. F. Hogan, firemen fireboat 1; J. G. Trapp, William Olsen, pilots; James Ward, T. D. Thompson, engineers and Patrick Cushley, Patrick Minehan, Thos. F. Dolan firemen fireboat 2; Michael Condon, engineer; Andrew Kennedy, W. J. Tallant, firemen fireboat 3; Robert P. Johnson and Jas. Lowe, engineers fireboat 4. Recommend that the above named be permanently appointed in the department, to take effect from August 1, 1913, they having been favorably reported upon and vouched for by the officers of the department under whose charge they have been performing their required duties.

Calendar of matters submitted to the Board upon which no action was taken by the Administrative Committee, as follows:

From the chief engineer, requesting that permission be granted to organize an association amongst the members of the department for the purpose of tending to the up-keep of the plot of the Exempt Firemen's Association and the graves of departed members. Granted.

From the chief engineer, relative to new positions for the high pressure water system. Approved.

From the chief engineer, submitting a list of apparatus and hose to be purchased during the present fiscal year. Laid over.

From the Superintendent of Horses, recommending the purchase of nine draught and three buggy horses. Recommend same be purchased.

Resolution relative to the non-payment of salaries to per diem employes. Laid over.

Capt. Brown of engine 39 is sojourning at Camp Meeker.

Captain Mitchell of chemical 2 was acting for Second Assistant Engineer Layden Wednesday. Captain Mitchell is one of the most painstaking and conscientious members of the department.

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Portland (Ore.) Fire News.

[Special Correspondence.]

The result of the election held July 14th, to elect a member of the Board of Pension Control to represent the firemen was as follows: Chief Stevens, 193 votes, Lieut. Montague of truck 1, 129 votes; four other candidates had one vote each. Chief Stevens is very popular with the men, having been in the service continuously since 1904. He has advanced from the ranks to the position of battalion chief, which position he has held for five years.

Walter J. Powell, one of the charter members of engine 5 of the volunteer fire department, died at his home in Stafford, Ore., of heart failure. Mr. Stafford was 59 years old and is survived by his wife and three sisters.

Robert Holman, a former chief of the volunteer fire department, was stricken with apoplexy at the home of his brother, Edward Holman, 220 Third street. Mr. Holman is 74 years old. His condition is considered very serious.

Chief Dowell has received permission from the Mayor to place the fire bell in front of the fire department's offices in the southeastern wing of the city hall.

One of the hardest fought and best handled fires which has occurred in Portland in some time past broke out in the paint store and warehouse of the Fisher-Thornson Paint Company Thursday night the 17th, at 10:04 p. m. That the entire building was not burned down does credit to the hard work of the boys and the fine way in which the third alarm was turned in and the excellent supervision of the officers in charge of the fire. The new fireboat received its baptism of smoke and fire and did splendid work. The loss was about \$45,000, fully insured.

Considerable activity is apparent at the offices of the State Forester. Some six hundred rangers have been hired; signs put up through the forests; roads repaired and lookout stations erected, and telephone wires put in first-class order. Every effort has been made to cut the fire loss to the lowest point. A new apparatus, consisting of a single-cylinder, hopper-type, Fairbanks-Morse gas engine, connected to a rotary impeller pump, engine, pump, suction and 500 feet of hose weighing 350 pounds, is to be packed on mules to the scenes of fires in the forests. Water is to be taken from the many creeks and springs.

Final arrangements have been made for the concert that is to be given by the fire and police departments' bands. The concert is to be held in the Armory on the evening of August 17, at 8 p. m.

Sandy, Oregon, has received its two chemical engines. They will be given a trial before they are accepted.

Seattle.

[Special Correspondence.]

One hundred and twenty five "day shift" firemen at Seattle were called out on police duty by the Mayor, Saturday evening, July 19. This was in consequence of the incipient riot the night before, when several hundred

soldiers, sailors, citizens and boys raided two I. W. W. rooms and two quarters of the Socialists, piled the contents in the streets and burned them. The temporary policemen found little to do and were dismissed shortly after midnight. During the raids on the I. W. W. rooms, hose companies 2 and 10 and chemical 1 had some exciting experiences, but met with no opposition from the attacking parties. There is no truth in the published stories that they followed the parties around, but when called they were somewhat delayed by crowds on the street, and the piles of papers and furniture were practically destroyed before the fires were put out.

On Monday, July 21, the second injunction case at Seattle against the Seagrave agents and the city was decided in favor of the latter. The decision in the first hearing was precisely the same. It will be remembered that the Seattle Board of Public Works had awarded a contract for one aerial and two city trucks, all motor. The price of these was \$125 higher than it would have been had the two city trucks been ordered of another bidder. The latter brought the two injunction suits and now threatens to carry the matter to the State Supreme Court.

An Alarm Which Locates the Fire.

According to Popular Mechanics, a fire alarm box which indicates the floor on which the fire is located, and also in what part, designed particularly for factory buildings in which a large number of women are employed, has been brought out by an inventor in Brooklyn, N. Y.

Boxes are placed on each floor. In case of fire the alarm is sounded by pushing the button indicating the part of the floor where it has started. If the fire is at the east end, for instance, the button marked "east" is pushed. This sets off an alarm bell on all the boxes in the building and illuminates a number and letter to indicate the fire's position.

If, for example, the fire is near the center of the third floor, "3C" will be illuminated on every box.

This tells every person in the building the location of the fire and enables them to determine the safest way to take to reach a place of safety.

New Excuse Is a Good One.

Traditions were shattered at New York fire headquarters recently, says an exchange, when two firemen charged with being absent from quarters without leave startled Deputy Fire Commissioner Olvany with a new excuse. The novelty of hearing something besides forgetting a change of tour, oversleeping at home and dropping off into a nap on an "L" train appeared to appeal to the Deputy Commissioner and the men got off with a loss of one day's pay.

The surprise came when Fireman John R. Sauerberry and George L. Bontz, of Hook and Ladder Co. 20, in Wooster street, came up before him. They were charged by Captain McGrath with having been absent without leave for one hour and fifty-one minutes.

Sauerberry says that friends of his went to his quarters feeling "pretty gay." They were strangers to the place and he was afraid they would get lost if they tried to find the Grand Central Station all by themselves, so he piloted them there. Bontz said he had friends in a similar plight.

"Next time put your friends on a street car and let them take a chance," remarked Deputy Olvany, as he fined them each a day's pay.

Pacific Coast Fire Chiefs' Convention.

Those going to the twenty-first annual convention of the Pacific Coast Association of Fire Chiefs in Tacoma, Wash., August 25-28 inclusive, over the lines of the Southern Pacific Company, will buy their tickets to Tacoma on the receipt-certificate plan. If they wish to stop over, they must do so going, and must pay the regular stop-over fare.

The convention secretary must certify that fifty who have bought certificate tickets are present, and then those with such certificates are entitled to buy return tickets for one-third fare. No stop-overs will be granted on return. HARRY W. BRINGHURST, Secretary.

We understand a nine made up of members of engine 6 and truck 4 will cross bats next Wednesday at the North Beach playgrounds.

The result of the ball game between the members of truck 2 and 35 arriving too late for publication in this issue, will appear next week.

It is rumored that Melville S. Munter, the handsome relief operator of the fifth battalion, will soon become a benedict. Accept our best wishes, Melville.

Captain Welch of engine 7, that sturdy veteran firefighter, has been doing duty as captain of truck 3 during the week in the absence of the regular captain.

Creed Lark of truck 3 believes that Stowe Lake should be moved to the Civic Center site. He would then have an opportunity to test the merits of his launch.

The new button of the Scannell Club is meeting with the unqualified approval of every member to whom it has been shown. Director Mulligan has shown excellent taste in his selection.

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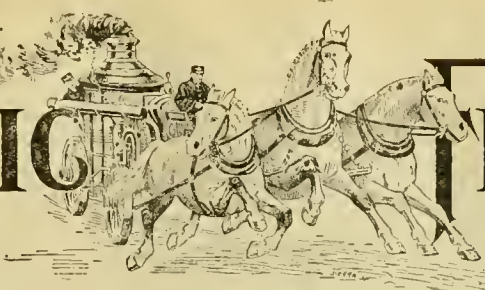
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PACIFIC FIREMAN



VOL. X.—NO. 38

SAN FRANCISCO, SATURDAY, AUGUST 9, 1913.

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Rules Cause Enmity.

The following two excerpts are taken from the Book of Rules of the Seattle Fire Department:

Rule 54 reads:

"No member of the department shall take part in any election, whatsoever, by distributing printed matter, electioneering in any manner or working on election boards, and no association, club or organized society of firemen for the purpose of influencing legislation either in the state legislature or city council, will be permitted."

Rule 58 reads:

"Members must not directly or indirectly solicit any political influence or intercession with the chief to effect their transfer or promotion."

Writing to the Saturday Review, a weekly paper devoted to political news, a member of the department says:

"Both of these rules tend to threaten anyone that refuses to give up all constitutional rights, and I can't remember promising to do anything of that nature when I began my service."

Concerning the rules of the department, he says:

"It is very easy to go through the rules governing the department and one will see that everything that is possible to arouse the enmity of the men is there if you read between the lines; for instance, take rule 23, which states that no member will be entitled to any additional salary for serving in a higher position. It looks good, but the injustice is visible to anyone familiar with the department, for it thrusts the responsibility of a higher position upon the members thus detailed and allows him no recompense, although

the chief is allowed the money to pay such members.

"Rule 32 is another illustration. It prohibits members of the department from wearing uniforms when off duty. All members pay for their own uniforms, and being that the fire department is a civil position, a man has not got to give up his civil rights and is entitled to wear clothes that he buys and pays for any time he is not on duty. But the men are threatened with dismissal, unless they drop all pride and civil rights.

"Rule 33 provides that single men may come back and occupy extra beds, thus strengthening the company at nights, but the chief had the extra beds removed, forcing those members to go to the expense of getting lodgings, and thereby depriving the city of the services of a number of firemen. It can easily be seen that under these rules the unnecessary expense is forced on the individual members, such as street car fare and theatre admission, which was always a fireman's privilege before."

In commenting on the above the Review says:

These rules and the excerpts from the fireman's letter are introduced solely for the purpose of showing how utterly impossible it is at this time for firemen, or a large majority of them, to approach the chief in their own interests. Even if some of the men are unduly prejudiced, the fact remains that they are dissatisfied with this attitude toward them, feeling that the relationship between them and the chief should be closer, all things considered, than it is. Not until the

question of vacations was agitated in the department and in the press did the chief act, and there is nothing of record to show that he is enthusiastic in their behalf in the matter. It is well known that the chief has not become reconciled to the double platoon, which was voted by the people over his published protest. The men take the position that the question could have been settled by the chief long ago. His failure to do so is responsible for their suspicion. It is not too late for the chief to act. The men are entitled to their vacation.

Petaluma.

The large bell that has hung in the belfry of the fire house of hook and ladder company 1 on Western avenue, ever since the building was erected many years ago, has been removed and placed in storage in the fire house.

The firemen took precaution and had the heavy bell removed fearing that it might fall and go through the building, causing an accident. The wood in the belfry is rotting and it was feared might give way under the weight of the bell, so it was decided to take it down.

Hereafter the members of the hook and ladder company will not be summoned by the old familiar sound of the fire bell. The bell was made by Henry N. Hooper & Co., in Boston, in 1855, and is almost as good as the day it was placed in the tower.—Courier.

Indianapolis, Ind., firemen have received permission to take off their coats going to and from meals, provided "they wear clean shirts and suspenders, or neat belts."

Singular Case of Firefighting.

A Wilmington (Del.) correspondent of the Philadelphia Record, writing to that paper of a recent fire in that city, says:

"Sitting in his room on the eleventh floor of the Hotel DuPont, a guest threw a lighted cigarette stump out the window and it fell on the awning over the window on the floor below. The awning caught fire and blazing pieces of canvas dropped to the awnings on the floors below. In a short time the front of the hotel was in flames from the sidewalk to the eleventh floor. The Phoenix fire company was summoned, and then there ensued a long argument as to the best method of fighting the fire. A crowd collected and gave the firemen much advice, and then the Phoenix members and members of other companies became involved in an argument as to the fire-fighting qualities of the various volunteer companies in the city. Finally, all the awnings in a straight line from the tenth floor to the street were destroyed, and as none others caught fire the services of the firemen were not required.

Fire Chief Stetson of Seattle, in his annual report for 1914, asks for an increase of \$272,085 for salaries and maintenance from the City Council. The biggest part of this increase over the present year's fund is accounted for because of the double platoon system inaugurated last April and approved by a vote of the electors at the general election March 5th last. The largest item in the fire department estimate is that of salaries. For the present year \$506,795 was allowed. For the coming year \$748,430 will be required. The grand total of the department's estimate for the coming year is \$894,275 against \$622,190.

Augusta, Ga., is endeavoring to provide a pension and retirement plan for members of its police and fire departments who have served twenty-five years. A bill empowering the city officials to grant pensions amounting to one-half pay to the officers and men who have served the required period has been introduced in the State legislature and it will probably pass, as it has the support of the local represen-

tatives in the assembly. Under the law as it stands at present pensions shall be granted only when a policeman or fireman secures a physician's certificate indicating that he is incapacitated from discharging his duties.

While answering an alarm from the corner of Elizabeth street and McClure avenue, Peoria, Ill., at 2 a. m., July 15, a team of horses drawing a fire wagon from West Bluff house No. 3 ran into a live wire and both were killed. A trolley pole had fallen during a thunder storm raging at the time, dragging down several wires and sending in an alarm. Fireman George Day, who was driving the team, was uninjured. The team came from the same house which recently lost two fire auto trucks in a collision in which several firemen were injured.

The Oklahoma City Fire Department, consisting of ninety men, struck July 26 because the City Commissioners had cut their wages and dismissed their chief. Their places are being filled temporarily by thirty citizens told off by the emergency fire chief. When the proposed cut in wages was announced several days ago the firemen threatened to walk out. The commissioners then discharged Fire Chief Kesler, whose salary had been reduced from \$180 to \$150 a month, and the men, whose \$85 a month had been reduced to \$80, left their stations at a given signal.

The volunteer fire company of East Dubuque, Ia., has voted to disband. Copies of the resolution taking this step, signed by 34 members of the organization, have been forwarded to the City Council and insurance companies. The firemen's action is the result of several grievances, the most recent being the granting of the use of their hall for public meetings without consulting the officers of the company, and the storage of other city property in the fire house.

The Brooklyn department of the New York Fire Department has recently been equipped with 48 electric extinguishers, which are the first that have been put in use in Brooklyn. The Electric Company has recently sold two dozen extinguishers to the Cincinnati Fire Department.

Milwaukee Pension Rule.

No more firemen will be placed on the pension list in Milwaukee, unless discharged from the force or disabled so they cannot perform fire service, even though they may have been members of the department 22 years. Section 543, State laws of 1913, permits the Pension Board to use its discretion in granting retirement applications. Heretofore when a fireman had served 22 years he must, under the law, be pensioned whether incapacitated or not. This rule is said to have been taken advantage of by members of the department who were not physically disqualified for further fire fighting. It also reduced the ability of the pension fund to meet the requirements of firemen and widows of firemen who were considered entitled to pensions. The new law was passed by the present legislature, and is immediately operative.

When called upon recently for eligible men for the department the City Civil Service Commission of Spokane, Wash., said it could not furnish the men as there was no one on the eligible list. An examination was, however, held, and the commission expects to have the required men within a few days.

Drop a gentle tear over the plight of the Burlington, N. J., firemen, says the Herald. If they obey the orders of one chief, the other chief fires them.

Samuel Conwell, 58 years, a member of the Peru, Ind., Fire Department, was instantly killed recently by electrocution. He and several other men were putting in a new fire box, and Conwell, who had some experience as a lineman, volunteered to tap the city's electric light wire and make the necessary connections. He was at the top of a 40-foot pole when his fellow workmen heard him shriek and saw him tumble into a mass of wires, from which he soon fell. His head struck the brick pavement and he was dead when picked up.

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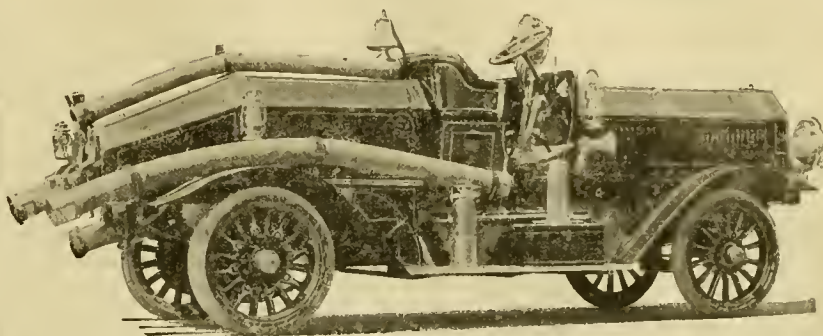
Mission life in early California is graphically depicted in "The Rose of the Rancho," which is to be revived in response to popular request next Monday night and throughout the week at the Alcazar, with Bessie Barriscale, Forrest Stanley, Howard Hickman and an augmented support. Constructed by David Belasco and Richard Walton Tully, two native sons of this state, the play treats of the stirring period when laid-hungry Americans were dispossessing the Spaniards who had held the soil for centuries—when Spanish pride, resentment, passion and inertia were pitted against business shrewdness and activity. Among the places shown are the garden of the Mission at San Juan Batista—a glorious stage picture—and the patio and roof of a ranch house which three generations of women defend against "Gringo" invaders. Youngest of this trio is Juanita, in whose veins is American as well as Spanish blood, and the impulses of the two races, her double inheritance, keep her soul in constant conflict. Love bids her wed a young American, but pride demands that she marry a Spaniard. Out of her heart-turbulence flows the play.

Empress Theatre.

The headline offering on the bill for the coming week will be the "Seven Lozano Troupe," an aggregation of intrepid wirists, who hail from Europe and pronounced the acme of grace and agility in wire walking feats. Another added attraction on the new bill is "Spooks," a comedy mystery playlet by Bayone Whipple and Walter Houston. A delightful terpsichorean treat will be offered by Miss Beth Stone, late of "The Spring Maid," assisted by the clever dancing comedians Al. Hines and John Fenton, presenting their unique "Story Dances." Matt Keefe, the noted tenor and yodeler, will be heard in melodies dear to the heart. Mitchell & Lightner, singing and talking comedians, direct from New York, should gain popularity with our Western audience. Harry Antrim, "The Odd Fellow," in imitations of Mr. and Mrs. Hen and Father and Mother Duck and all accurately done. Other added features and the Essanceoscope make up a good bill.

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
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 gress of March 3, 1879.

Strenuous Day for the Department.

Occasionally the Business Manager for the PACIFIC FIREMAN goes around to collect subscriptions at the different fire houses, and it so happened that last Sunday was one of those days. On leaving the house apparatus was rolling from all directions in response to box 99, which was a second alarm fire. The first stop was at engine 5 and everything was quiet. The next stop was engine 31, and while there the first box 256 came in, followed immediately by vicinity box 311, and looking across the intervening space a sheet of flame and column of smoke were seen soaring skywards. Reference to the assignment book showed that engine 20 did not respond to that box on the first alarm, but when within three blocks of the house engine 20 rolled on the second call from 311, so the fire was the next stop and proved a very interesting spectacle, if one could take it all in. A four-story mansion had the entire upper floor burnt off and there being a strong wind the roofs of four other residences were burning at the same time, two of them being two blocks away. The next stop was at engine 26 which was away on the third alarm from 311 and 36 was covering in. Next he jumped clear across the city to engine 10 and truck 7; they were out to a grass fire. The next stop was engine 16; they had been out to butchertown and just got back, so he decided to take the jinx off by coming home.

There is a moral to this tale. If your subscription is due, or nearly so, pay up before the next collection trip, which may be tomorrow, and you will probably have a more quiet day.

Meeting of the Fire Commission.

At a meeting of the Fire Commission, held August 8, the following excerpts from the Administrative Committee's report were approved by the Board:

Communication from Battalion Chief Radford, reporting the suspension of Frank Powers, hoseman engine 13, on July 31st, for addressing his superior officer, Capt. Newell, in a disrespectful and insolent manner on that date. After an investigation of this matter

your committee find as follows: Captain Newell stated that he thought the ends of discipline would be subserved if Hoseman Powers would apply for a transfer to some other company. Hoseman Powers thereupon expressed his willingness to make application for a transfer to some other company without any suggestion from the committee. The committee therefore recommends that in view of the suggestion of Captain Newell himself and the voluntary wish of Mr. Powers for a transfer, that the complaint be dismissed and that Powers be restored to duty.

From the Supt. of Engines, submitting a list of members and employees of the department who rendered service at the recent forest fire in Mill Valley. Filed.

From the chief engineer, reporting having detailed Thos. Collins, hoseman engine 41, as operator to the second assistant chief engineer, vice Jas. Taylor, restored to the position of hoseman, to take effect from August 1. Filed.

From J. H. Elrod, hoseman engine 35, requesting that he be granted a leave of absence for fifteen days, without pay, commencing Aug. 4. Granted.

From Eugene McCoy, submitting a complaint against Thos. McCarthy, hoseman engine 10, for not paying an indebtedness due him. McCarthy appeared before the committee and promised to make a satisfactory settlement. Complaint dismissed.

From Battalion Chief Britt, requesting that he be allowed a leave of absence for three weeks, with permission to leave the city, on account of sickness. Granted.

Calendar of matters submitted to the Board upon which no action was taken by the Administrative Committee, as follows:

From the Civil Service Commission, certifying Antone Swanberg for appointment as truckman. Laid over one week.

Consideration of bids for one or more motor-driven gasoline tractors. Laid over one week.

From the Civil Service Commission, certifying Daniel H. Farley for engineer. Appointed.

On the advice of Drs. Lagan and Bodkin J. Buker was granted thirty days' leave of absence.

Base Ball.

Truck company 4's nine defeated engine 35's nine by a score of 12 to 10 Wednesday.

A nine composed of members of engine company 6 will cross bats with a nine composed of members of truck company 2, Thursday forenoon, August 14th, at the Southside play grounds. Don't fail to be on hand, as the boys are expected to put up a great game.

We had the pleasure of shaking hands with Robert J. Loughery, formerly commissary at the corporation yard. He is now in the insurance business and is doing well. As he says, he likes to keep in touch with department affairs, therefore he has renewed his subscription.

Portland Firemen Arrest Masher.

Considerable excitement was caused in Portland, Ore., last week when firemen from engine company 30 pursued and captured Carl Olson, charged with molesting women on the street. He turned upon them and threw a stone which struck Hoseman Bert Shipman, causing concussion of the brain and necessitating his removal to the Good Samaritan Hospital where he is doing nicely.

Chief Murphy, with his family, is spending his vacation on his ranch.

For Flowers for all occasions call up Mission 5988. J. J. O'Connor, 2756 Mission Street.

Captain Hannan of engine 34, who spent his vacation in Denver, arrived home on the 6th inst. He reports having a pleasant outing.

The results of the test of the Webb chemical, which took place Friday, Aug. 1, have not as yet come before the Fire Board, therefore we refrain from commenting.

There are many firemen at Adams Springs. It seems to be the favorite resort this season. Captain Kehoe of engine 4 says his daily average is four gallons of the water.

Captain Kenneally of engine 14, with his family, is spending his vacation at Adams Springs. No more outings to Mendocino Wilds for Kenneally, with Captains Conniff and Lerman.

The hogs of engine 9 are lamenting the loss of their mascot "Frisco." He was accused of paying visits to all companies in district 1. They buried him with fitting ceremonies.

It is thought the conference of the Fire and Civil Service Commissions with Mayor Rolph will take place some evening the coming week. There are 7 lieutenants, 2 captains and 1 battalion chief to be appointed.

Operator Parry, we understand, has not been himself since he sustained that fall of 30 feet while fighting a fire at California and Webster streets over a year ago. The boys of engine 15 admit that Parry is one of the best firefighters of Captain Whitaker's company.

The entire business portion of Butte City, Glenn county, was destroyed by fire Aug. 7. The property loss is estimated at \$60,000. The fire started in the kitchen of the Dyer Hotel, a two-story frame structure, and the business district was razed to the ground. Citizens fought the fire with all the means at hand after the pump house, which furnished the town's water supply, had been burned, but their efforts availed little.

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San Francisco

Portland (Ore.) Fire News.

[Special Correspondence.]

Six fires on bridges in Portland since Wednesday have led officials of the fire department to believe that at least five of them were of incendiary origin. The first fire, which caused between \$40,000 and \$50,000 damage to the O. W. R. & N. bridge, occurred on Wednesday. At almost the same time a fire broke out on the trestle crossing Columbia slough, about 300 yards north of Columbia boulevard. This was put out by engine 30 at Kenton, after a hole had been burned in the deck of the bridge. Shortly after midnight Wednesday an explosion on the Burnside bridge caused a small fire there which tied up the bridge for several hours and did quite a little damage. This was followed by another fire on the same bridge one hour later on the western end. Friday morning there was still another blaze on the same bridge which set fire to a pile of rubbish on the eastern approach and did considerable damage. This was extinguished by engine 7 and truck 4. The last fire occurred Saturday on the Hawthorne bridge and burned a hole about four feet in diameter in the bridge deck. This was put out by engine 22, after about \$50 damage had been done. Immediately after this blaze Chief Dowell commenced an investigation.

The fire on the O. W. R. & N. bridge looked very bad for a while. Engines 21 and 1, chemical 1 and truck 1 responded on a telephone alarm and immediately pulled a box which brought four more engines, two trucks, the fireboat and Chief Dowell, who immediately pulled a third alarm in which eight engines and two trucks responded to, and nearly all the companies in the department moved in close to the fire. The third alarm followed the box in just about two minutes, as the punch tape will show.

Some yellow journalists tried to give the department and the administration a knock, but the clock in the Fire Alarm Telegraph office shows that a very fine piece of work was done in sending in such a prompt alarm. The boys worked at a disadvantage, there being nothing in their favor. Blocks soaked in creasote and tar create a terrible smoke and the blazing tar dropped all over the boys as they handled their lines under the bridge. The bridge is a double-decker and the fire was fought from the lower bridge as well as on top, and the boat did good work with its turrets. The bridge was in service thirty-six hours after the fire.

Another thing which gave the paper a shock, which had tried to knock the department, was the fact that a moving picture of the fire was taken. The camera man was on the scene about ten minutes after the box was pulled and some of the pictures were taken from the deck of the fireboat, and they say "pictures won't lie." So it looks as if the attempt to discredit the chief and the boys was a dismal failure.

Engine 17 had quite an exciting time several days ago. A little kitten belonging to one of the neighbors crawled through a ven-

tilator hole in the rear of the house and walked around under the floor and then crawled up into the wall between two stud posts and stayed there all night crying and keeping everyone awake, and all sorts of schemes were tried to get pussy out but to no avail. Chief Holden was called upon, as he had designed the house, but he had overlooked putting in escape holes for cats. But he solved the problem without any trouble. Procuring a saw and an axe he cut a hole in the wall and as soon as the opening was made, the boys say, they saw one black streak, and kitty hasn't been seen since.

Examination for eligibles for the positions of hosemen, laddermen and pipemen is being held this week. About 131 young men are ready to try the stunts. To be eligible to the examination a man must have been a resident of Portland one year immediately previous to filing his application for examination. Be sound physically, at least 5 feet 7 inches tall and weigh not less than 135 pounds. Any applicant over 225 pounds will be rejected; also will reject any applicant whose waist measure exceeds his chest measure. Age limit is from 21 to 35 years. The written test is twenty words in ordinary use in the department, 10%; simple problems in addition, subtraction, multiplication and division, 10%; Penmanship marked on legibility, 10%; physical condition (perfect) 20%. Athletic tests. Climbing an 80-foot perpendicular ladder up one side over the top and down the other side; climbing an inclined ladder five rounds hand over hand; carrying a 125-pound dummy up and down a 35-foot ladder; jumping 35 feet into a Browden net and running 80 yards in 12 seconds, 50%. An average of 75% is necessary to get on the eligible list. The pay is \$80 per month for one year, then \$90 per month for the second year, then \$100 per month. Twenty-four hours off in every eight days from 7 p. m. to 7 p. m.; 14 days' vacation each year, vacations in effect during the entire year; seniority counts in getting the best periods.

Members of the department who contributed to the publicity fund for the promotion of the pension bill voted to turn their share of the balance in the fund over to the band to help the boys on their trip to New York. About \$150 was contributed. Others of the contributors to the publicity fund voted to have their money returned to them.

The ticket selling campaign that was launched Friday shows every sign of being a huge success. One contribution of \$150; four gave \$100 each and six or seven gave \$50 each. Too much praise cannot be given Joe Duzel, hoseman engine 25, and members of the band. Joe is one of the kind of men who will do anything possible for some one else, but can't do a thing for himself. He is certainly working very hard to make the trip a success; and I believe Joe's famous smile, which won't come off, had a lot to do with some of those large contributions. Here's good luck to you, Joe; a few more like you in this world would make it a lot better place to live in.

The excursion on the Grahmona was a great success. The boys had a fine crowd and a

better time could not be had. The Conrad boys presided over the refreshments and made good from the start. The dancing on the deck was hard on your feet but no one noticed it until the next morning. Everyone had a good old-fashioned time. Those of the party that did not care to dance watched the scenery and listened to the orchestra. Ex-Chief Kingsley made an excellent floor manager; he is the Drum Major of the Band.

A portable blacksmith shop which will be used to shoe the fire department horses is to be installed by the commissioners. A regular fire horse is to be used to haul the shop and the horse will work in the place of the horse being shod. This will do away with all the shoe-day troubles, such as changing from the three-horse hitch to the pole and sending one horse to the shop at a time so the engine can remain in service, and in companies where there is a two-horse engine, the engine is put out of service for half a day.

The fireboat Campbell quickly stopped a dangerous fire in the Fulton lumber district Saturday night. The blaze was in the engine and boiler house of the Oregon Box Company, and did about \$2,000 damage. Several canoe parties on the river had narrow escapes from the swells of the boat, but the harbor patrol launch followed and kept a lookout for overturned shells. Several river men said the boat was going about 16 miles per hour when she passed the Portland Lumber Co's plant.

Resolutions adopted by the old City Executive Board two years ago on the death of ex-Fire Chief Campbell, who was killed in the Union Oil Company fire on the East Side, will be engrossed and framed and placed on the new fireboat named after the deceased chief. This action has been determined by Mayor Alhee.

A donation of \$25.00 from the St. Charles Hotel Company has been received by the chief and will be turned into the pension fund. The letter accompanying the check praised the work of the department very highly during the fire at Fisher & Thompson's paint store and warehouse. The St. Charles hotel is across the street from Fisher & Thompson's.

Engine company 23, at East Seventh and Stephens streets, expects to move into their new home this week. It is a brick house built especially for auto apparatus. Chief Holden drew the plans and superintended the construction.

Truck 3's new house is going up fast. All the brick walls are up and the roof is being put on.

The report of the Widows' and Orphans' fund for July is as follows: Cash on hand, \$1,885.25; city improvement bonds paying 6%, \$3,183.23. Total, \$5,068.48. Sick and accident benefits paid during July, \$214.60.

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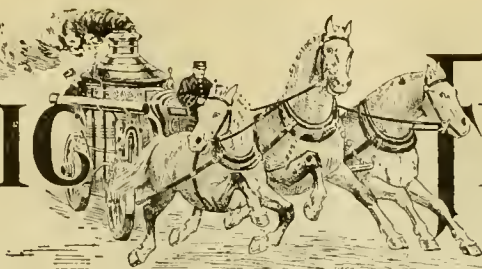
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SAN FRANCISCO

PACIFIC FIREMAN



VOL. X.—NO. 39

SAN FRANCISCO, SATURDAY, AUGUST 16, 1913.

Single Copies 5 Cents

National Woman's Fire Prevention Association.

An educational movement has been started which will prove of great value in the prevention of fire losses. Mrs. Eva McDonald Valesh, the president of the association, says:

"We have organized the National Woman's Fire Prevention Association with the idea of teaching women poise, nerve, self-control, caution—in emergencies. Thirty seconds of wits is worth thirty minutes of screaming. We propose to teach women to use their wits, not their voices, when a calamity comes which a little calm will prevent nine times out of ten.

"Our main idea is—poise in thirty seconds.

"Suppose a woman catches fire at the stove or from the grate; or another steps on a match, or a puff of wind blows a gas jet against her dress. Our purpose is to instil in them just one thing—stop! think! just for a moment. Don't run. Pick up the nearest rug or table cover and wrap up in it. Then roll on the flames, or beat them out under the covering. But what does the average woman do at such a time? She screams, runs up and down, often jumps out of the window and dies miserably.

"Again, your home has its little fire. Don't waste time trying to put it out. You may catch on fire yourself. Turn in an alarm. Very often you will have the engines in one minute. And every woman ought to know the location of the nearest fire box.

"One of my friends saw just what a woman ought not to do at a fire the

other day. In the rear of an apartment house a big shed caught fire. The flames were shooting up two stories high, threatening at least two buildings filled with people. This woman could have turned in an alarm in fifteen seconds and brought the firemen. Instead, she filled a dishpan with water and poured it on the roaring flames below; then she filled another and another. It took three engines pumping like mad to get the flames under control when they arrived ten minutes later. If the lady with the dishpan had turned in an alarm instead of running to her kitchen sink the damage would have been nothing, and \$100,000 worth of property, besides a hundred lives, would not have been put in danger.

"How many women know what to do in a theatre horror?—and we will have one some day. There is fire to face, and panic too. The impulse of the crowd is to escape by the way it came in, heedless of, perhaps, the twenty other exits which the law requires. We shall teach our women to look about them when they settle in their seats before the curtain goes up and pick out the nearest exit in case of fire and panic. That will divide the fleeing audience into a dozen streams of humanity and perhaps let every one escape. But who are the women today who take a look about them and pick out their particular exit in case of emergency?

"Some day we shall have a great fire in a crowded store. What women in the store will know where the staircases are when they must get out in a hurry? We will have another factory

fire. How many of the girls will know the quickest and safest way out?

"Take another case of poise—a friend of mine who lived on the sixth story of a big apartment house was waked in the small hours of the morning by smoke and the cry of fire. Her husband was rescuing their little girl and their small store of jewelry. They had to climb down the rear fire escape, with the crackling flames below them—the fire was on the first and second floors. It was raining and pitch dark. Back of them was a big apartment house, the windows filled with screaming women, who were not in the slightest danger. Yet those who were in danger could not see to clutch the rungs of the ladders down which they had to climb through smoke to safety.

"Turn on your electric lights, all of you, so that we can see to climb down," cried my friend.

"And so they saw their way to safety. But nobody had thought of the lights before that. That was an example of poise, and in a woman!

"As we get further along in our classes we propose to show the women some real examples—horrible, perhaps, but none the less real. We may read of a woman burned to death.

"Please, Mrs. So-and-So, go down to that address and find out for yourself how the woman's life could have been saved.

"The real thing is to get that subconscious help to self-control which we all have in us if we can only bring it out. It is easier to teach the working girl or business woman this than it is to teach the society woman or the housekeeper."

Seattle, Washington.

The following is the Fire Marshal's report to the City Council for the first six months of the year 1913:

Value buildings involved \$3,523,452.27
 Of contents of same..... 1,589,784.09
 Total value of buildings and contents involved 5,113,236.36
 Insurance on buildings... 2,443,968.50
 On contents of same..... 1,031,820.00
 Total insurance on buildings and contents..... 3,475,788.50
 Loss on buildings..... 188,557.12
 On contents of same..... 354,527.61
 Total loss on buildings and their contents..... 543,084.73
 Loss on buildings where fires started..... 406,086.90
 Adjoining ones..... 136,997.85
 Alarms from street boxes, 149; by telephone, 336; given at the stations, 78; second alarms, 8; special calls, 11; third alarms, 1; total all kinds, 583; false alarms, 67; smoke mistaken for fire, 16; fires without any alarms, 7; calls for special work 14; fires with loss, 233; total number of fires, 475; fires caused by chimneys burning out and defective, 76; by cooking and heating appliances, 55; by sparks from flues and stacks, 49; by rubbish, 48; by gasoline and oils, 30; by matches and smoking, 30; by unknown causes, 26; by electrical devices and wiring, 20; by spontaneous ignition, 16; by incendiaries, 15; by gas, 15; by hot ashes, 6; by boiling over of grease, etc., 6; by steam pipes 4; by Christmas trees, 3; by vagrants, 3; by rekindling, 3; by firecrackers, grease vents, alcohol stoves and drunken persons, each, 2; by thawing out of pipes, fumigating, hot iron, meat burning, coffee roaster, film and burning scenery, each, 1; there were 23 bridge or planking fires, 21 brush and stump and 9 grass fires. Number of brick, stone, or concrete buildings involved in fires, 31; frame, 197; automobiles, 11; cars, 7; boats, 5; awnings, 8; tents, 1; fires originating in vacant buildings, 14; of total losses, 25; extending beyond the first building, 16; beyond the second, 1; confined to floor where started, 90; special inspections of fires by fire marshal, 109; inspections for fireworks, 84; for fire escapes and exits, 94; complaints investigated, 103; firemen's inspections, 113.

HARRY W. BRINGHURST,

Fire Marshal.

Meeting Veteran Firemen's Association.

The regular monthly meeting of the Veteran Firemen's Association was held in their headquarters, 368 Fell street, Tuesday, Aug. 5. All of the officers, directors and a large number of members answered roll call. The Visiting Committee reported that Comrades Bell, Mooney, McAdoo and Farrell were about the same as when last reported upon, Battalion Chiefs Comrades O'Brien and Britt improving. The death of Comrade Webb was reported. The association attended the funeral Saturday, Aug. 2, from his late residence, 926 Eagle avenue, Alameda.

A very important resolution was adopted affecting every member, viz.: "All members who have failed to sign the Constitution, By-Laws and Beneficiary Books must do so without delay. After doing so, a certificate of membership shall issue. Death benefits will be paid only on presentation of certificate, etc." One candidate was elected and three applications upon the secretary's desk.

The net profits of the picnic held at Scheutzen Park last May, up to date is \$645. The association will give a Ladies' Night on the evening of Labor Day, Monday, Sept. 1. The tickets will admit a comrade and ladies. If a comrade cannot attend he is permitted to transfer his ticket to a gentleman relative to escort his lady friends, or the ladies can attend without escorts if they so desire.

The secretary, Past President F. C. Hensley, leaves San Francisco Wednesday, Aug. 20, for Atlantic City, as a representative to the Supreme Court, Foresters of America, which convenes there Tuesday, Aug. 26. He will leave Atlantic City on the 30th for New York. He will be in the metropolis during the session of the International Convention of Fire Chiefs. While in New York he will get full particulars relative to the uniform of the Veteran Firemen of New York, the same style of uniform having been adopted by the Veteran Firemen of San Francisco. He expects to be gone a month or five weeks.

After the disposition of the business a recess was taken to the assembly hall and a short time whiled away at cards and social intercourse.

Pacific Coast Fire Chiefs' Convention.

An excellent programme has been arranged for the Twenty-first Annual Convention of the Pacific Coast Association of Fire Chiefs, at Tacoma, Wash., August 25-28 inclusive. Those attending will find themselves well repaid, as many important subjects will be discussed, and a large number of exhibits may be inspected. The feature of the Tacoma convention that will be longest remembered, will be the trip to Mount Rainier. Chief George McAlevy and his local friends have made this trip possible, but only after a great deal of planning. The visiting chiefs and their wives and their friends will leave Tacoma early in the morning of Tuesday, August 26th, by special train, and after going to the end of the railway, will be taken up the mountain in automobiles. Rainier is one of the highest peaks in the United States and the trip is famous for its scenic beauty.

Chief Bywater Vindicated.

W. H. Bywater has been reinstated as fire chief at Salt Lake. The charge of manslaughter against him, based on the fact that an automobile in which he was a passenger, and not driver, ran over a little girl, was dismissed. The City Commission then promptly reinstated the chief, because of his demonstrated efficiency as the head of the fire department and as a firefighter.

Woman Heroine of Fire.

Fire destroyed a portion of the business section of Porterville, Cal., Saturday, Aug. 9, with a loss estimated at \$85,000. Mrs. Nellie Burwell, night operator in the telephone office, remained at her post until she got a message through to Fresno saying that the building was burning. When she abandoned her board the flames were within a few feet of her.

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Alcazar Theatre.

In compliance with popular demand the Alcazar management has decided to retain "The Rose of the Rancho" a second week, commencing next Monday night, which will afford positively the last opportunities to witness the famous Belasco-Tully play in San Francisco this season. It is the unanimous opinion that "The Rose of the Rancho" has never been given a more perfect production in the Alcazar than it is now receiving. While the lion's share of acting honors is awarded Bessie Barriscale in the title part, her principal associates come in for no small share of the plaudits so lavishly bestowed after each curtain-fall. As for the pictorial side of the production, upon which so much depends, it justifies application of the much-worked adjective, "sumptuous." David Belasco's ideas of "atmosphere" have been faithfully adhered to by Stage Director Butler and his corps of artists and mechanics, and the result would surely satisfy the great wizard of stagecraft if he could witness it. In a word, "The Rose of the Rancho" is exquisitely presented in all its details. Eugene Walter's great play, "The Wolf," is announced to follow, closing the Barriscale-Stanley-Hickman engagement.

Empress Theatre.

Miss Grace Cameron, better known as the "Dolly Dimples Girl," will be the headline star at the Empress Theatre during the week. Her voice is of unusual sweetness and range. The big added attraction in the new show is "Dorothy's Playmates," a one-act musical fantasy. This act has been booked especially for the delight of the children, imitations of animals and birds being featured by ten singing and dancing girls and boys of the company. Roberts, Hayes and Roberts will offer "On the Road," a comedy based on incidents in a country hotel. "A Night in Chinatown," presented by Ralph Ash and Wynn Shaw; Hal Merritt, cartoonist and monologist; Harry Leander and his company of merry cyclists; two other added features and the Essencescope will complete the bill.

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5 Los Angeles	1 " " "	13 Los Angeles	1 Straight Pump
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Entered as second-class matter March 21, 1908, at the
Postoffice at San Francisco, Cal., under the Act of Con-
gress of March 3, 1879.

There is a rumor current in Los Angeles (and it has jumped clear to New York) that Chief Eley is to be restored to his civil service rank of captain and that the new administration will install as chief, Captain H. Hill, who is not only a good fire fighter, but also served as a different kind of fighter in the Spanish war. Chief Eley has proven himself a very capable man and has conducted the Los Angeles Fire Department in a very creditable manner.

A feature of the International Association of Fire Engineers' Convention will be a moving picture record of the important exhibition at New York, September 1 to 6, and this means that the movies will reproduce throughout the country the interesting features of the convention, so that not only the chiefs who were unable to attend but the rank and file of the departments will be able to see what was done at the most interesting convention ever held by this organization.

Cost of Electric Fire Apparatus.

The only storage battery driven fire engine in New York city has been under test since April, 1912. The engine has cost \$388 74 to maintain for the year. This is compared with \$655 26 that it costs to care for a team of three horses to haul the same machine. In making the conversion to motor apparatus an engine was used that had been ten years in service. A steel frame was built forward from the boiler and to this were mounted the driving gear and controlling apparatus, consisting of two couple geared wheels, the usual steering devices and a controller similar to the equipment of a trolley car. An 80-cell storage battery completed the installation. This engine 217 became a straight electric machine as far as motive power was concerned and remained a standard fire engine as concerns its pumping and firefighting ability. Before it went into service it was put through a series of speed trials in which it made a six-mile run through the city streets in 23 minutes, on one stretch developing a speed exceeding 20 miles an hour, while a hill seven eighths of a mile in length was negotiated in 2 minutes and 35 seconds.

Fire Department Items.

[From Our Exchanges.]

Livermore, Cal., is considering the purchase of gasoline-propelled fire engine apparatus, it having been decided that the fire department is in need of improvements.

The Vancouver Fire and Police Committee has authorized Chief Carlisle to attend the convention of the International Fire Chiefs' Association at New York, Sept. 1 to 6.

Los Angeles had a fire within a fire house. A defective heater caused a fire in the house of engine 6 at Edgeware Road and Temple street, causing damage to the property of about \$1000.

Oakland has installed four automatic signal horns connected with the fire alarm building, and when they are sounded all street cars and traffic will stop at these points, giving the fire department the right of way.

The Los Angeles Fire Commission is seeking authority to exceed the \$500 limit on contracts to secure changes in the San Pedro fire house, the installation of a motor-driven pumping engine and new quarters for firemen.

Sacramento, Cal., is completing its fire alarm system and has installed twelve additional fire alarm boxes throughout the annexed district of Oak Park. More boxes are due from the factory and the system is to be completed.

Stockton, Cal. Twelve motor trucks for the fire department ordered by the City Council will cost approximately \$80,000. Three pumping engines, three hook and ladder trucks and six combination trucks will be ready for use by November 1st.

Bakersfield, Cal., has just received two auto chemicals, the first of the new fire apparatus to reach there. They cost \$12,000. Other motor apparatus coming includes two motor engines and two motor chemical and hose wagons combined.

Fire Chief Eley of Los Angeles has been seriously ill for several days in the engine house at Maple avenue and Fifth street, it not being safe to remove him. The fire house has been turned into a hospital for a few days and the chief is under the care of a trained nurse.

Fire Chief George A. Bartlett is in receipt of \$20 for the fire department from Fitzgerald & Brown, proprietors of the Home Baking Company, as a token of appreciation for the valuable services of the department at the time of the recent fire at their bakery.—San Mateo Times, Aug. 5.

Pomona, Cal., is considering the purchase of an automobile fire engine and motor hook and ladder truck. These are planned to take the place of the present horse-drawn truck, which has become inadequate to the needs of the growing community. The satisfactory service given by an automobile hose and chemical truck used by the city for several years has resulted in favorable consideration for motor power fire-fighting equipment.

The Spokane Fire Department has compiled its budget for 1914 and the total asked, including all betterments, equipment, station sites, supplies and salaries, is \$209,270. The total for 1911 was \$230,000 and for 1912 \$192,543. The estimate for 1914 provides for two 90 horsepower combination hose and chemical wagons, one automobile service truck and one combination pumping and hose wagon. This new apparatus will greatly reduce the maintenance charge, as it will replace fourteen horses and reduce the number of men by four. Five thousand additional feet of hose is asked and \$1,000 for repairs to the fire alarm system.

For Flowers for all occasions call up Mission 5988. J. J. O'Connor, 2756 Mission Street.

Oregon Volunteer Firemen.

The volunteer firemen of the Willamette Valley, some two months ago, held a meeting at Albany, and it was decided to hold the Volunteer Firemen's Tournament of Oregon at Corvallis.

In bringing this tournament to Corvallis the firemen are striving to demonstrate that results in fire-fighting cannot be accomplished without the necessary equipment. This will be the first opportunity publicly to show in this section of Oregon the different apparatus used in combatting fires. Manufacturers of this equipment will exhibit their products during the meeting.

The public will see what has been done in the past three years by members of the Corvallis Volunteer Department. Three years ago Corvallis had four hose carts, carrying about 1200 feet of hose, one small chemical cart, one band pump and one ladder wagon, all of which were pulled by hand. To-day Corvallis has a central station in which is installed a three-horse chemical wagon, which carries 1400 feet of regulation hose, one 60-gallon chemical tank with 200 feet of chemical hose, roof ladders and all necessary equipment for fighting fire.

The department also has a truck carrying a 65-foot extension ladder, one of 30 feet, one of 24 feet and one of 20 feet, and others of shorter length, 350 feet of hose and all small necessities.

The night crew consists of six men—the driver, who is the only paid man, two nozzle men, one plug man, one chemical man and one driver, who has charge of a team that is kept in the hall at night only for the ladder truck.

Corvallis did not get this additional equipment without work, but when the people of Corvallis were shown what could be done with improved apparatus, the new equipment was secured.

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Meeting of the Fire Commission.

At a meeting of the Fire Commission, held August 15, the following recommendations from the Administrative Committee's report were approved by the Board:

From the Superintendent of Engines, reporting that the City of Napa returned on the 7th instant the steam fire engine loaned to that city a few days ago. Filed.

From the Ingleside Improvement Club, requesting that three fire alarm boxes be installed at certain designated locations in that district. On the recommendation of Acting Chief Engineer Maxwell your committee recommend that the Department of Electricity be requested to install a box No. 965 at Holloway avenue and Ramsell street.

From A. Isaacs, lieutenant engine 5, requesting that he be allowed salary during disability, resulting to an injury to his foot received while responding to an alarm of fire on July 18. Allowed.

From George Andrews, gateman high pressure auxiliary water system, requesting the approval of the Board to his action in forming a baseball league amongst the members of the department. Action approved.

From Auditor Boyle, advising that that department has received no monthly reports of the claims of the city and county against the State for its share of the maintenance of the fireboats since last February, and requesting that these claims be filed monthly. Superintendent of Engines directed to file a statement of these claims with this office as soon as possible.

From the California Credit Company, submitting a complaint against Eugene Gill, hoseman engine 5, for neglecting to pay a claim against him for clothes furnished. Gill appeared before your committee and agreed to make a settlement of this claim in full by Nov. 12, and your committee recommend that the complaint be dismissed.

From Gabriel Cuneo, hoseman engine 32, requesting that he be allowed salary during disability, resulting from a fractured jaw received during a quarrel with some person on July 25. Your committee made an investigation of this matter. Cuneo claims that he was assaulted by some unknown person while on his meal hour on that date. In view of the fact that said injury was not sustained in the actual performance of duty your committee recommend that his application be denied.

From the Superintendent of Engines, reporting that keys to the watchman's clock in service at the corporation yard were stolen from the station boxes on the 4th and 9th inst. After an investigation of this matter your committee find that it is impossible to obtain any definite information as to who took said keys and accordingly recommend that the same be filed.

From the Superintendent of Engines, reporting that a magneto was stolen from the corporation yard some time between Friday afternoon and Monday morning. After an investigation of this matter your committee is unable to fix the responsibility for the dis-

appearance of this magneto and would recommend that a stricter surveillance be maintained over the department stores at the corporation yard.

From Daniel Ahern, harnessmaker at the corporation yard, requesting that he be allowed salary for one and one-half days during the month of July, time absent from duty while acting on the Committee of One Hundred appointed by the Mayor to further the adoption of the bond issue for municipal street railroads. Denied, as the Board has no power to grant this request.

From Acting Chief Engineer Maxwell, reporting that he has temporarily transferred chemical company 9 to the Panama-Pacific Exposition grounds for fire protection purposes pending the establishment of permanent companies there. Said assignment taking effect on the 12th inst. Approved.

From the American-La France Fire Engine Company, requesting an extension of 60 days on their contract for delivery of motor driven hook and ladder truck. Granted.

From the Secretary, requesting the Board to rescind that portion of Item "n" of the Administrative Committee report of July 25, 1913, wherein they recommend that the Civil Service Commission be requested to certify 5 truckmen and 2 hosemen for appointment in the department. Approved.

Portland (Ore.) Fire News.

[Special Correspondence]

There has been considerable ink spilled over the fact that the fireboat Campbell's centrifugal pumps did not pick up water as fast as usual at a test given by Mayor Albee last week. After a trip to the berth of the boat and a talk with the engineer, a very capable man, the trouble was explained. The pumps and other machinery run condensing into a surface condenser, which necessitates the use of an air pump to create a vacuum to decrease the pressure against which these machines exhaust and also to carry away the condensed steam, thereby increasing the efficiency of the fire pumps. These air pumps, up to the present time, have stood idle except when on fire duty, etc., which caused delay in getting them warmed up and in working order before the pumps were started, but hereafter one pump is to be working slowly at all times and the other to be kept hot, so it can be started at once and in this way any delay will be overcome.

As an alarm from one of the mills below the Broadway bridge was sounded last Sunday afternoon, the Campbell slid from her berth at the foot of East Washington street and shot down the river like a motor boat, pulled up at the dock and stood fast with water pressure on all her discharges. To all appearances the boat was waiting for a chance to redeem herself and show her good qualities. The fire was of little consequence, but more than one of the boys on the Campbell prayed for a chance to cut loose with the turrets and show what they could do. We boys in the business have all the confidence in the Campbell we had in Dave. The papers will knock

and raise ned, but whenever there is a fire the Campbell, like our Dave, will be there and will produce the goods.

M. Keeney, lieutenant truck 3, was dismissed from the service by Mayor Albee on recommendation of the Board of Fire Chiefs. The grounds for dismissal were incompetency and a lack of interest in his duties.

S. B. Morrow, driver engine 9, was also dismissed, as he was not reliable and came on duty late and tried to dictate to his superior officers.

Captain Zellner of engine 31 and his crew deserve considerable praise for their fine work at the Lents fire last week. They held her down and were gaining on the fire when engine 23 arrived with the auto and reinforcements. Engines 19 and 27 were also sent to help as the fire was in a paint store and looked very bad. The boys had good hydrant pressure and the Lents citizens are very much pleased with their fine work.

Out of 131 applicants for the position of hosemen in the department only 61 were passed by the doctor and the other 70 were refused on account of their physical condition. Out of the 61 passed by the doctor one refused to climb the 85-foot aerial ladder, and three refused to jump the 35 feet into the net. J. Fair did the 80-yard dash in 9½ seconds, the fastest time made; the slowest was 12½ seconds. Four of the 61 made 25 rounds in the hand over hand. Two applicants only went part way up the aerial and came down.

Speed of Motor Apparatus.

Chief Hiram McLaughlin, Springfield, Mo., is reported to be protesting vigorously against a new city ordinance, which limits the speed of the fire apparatus to 30 miles an hour. He believes that this speed is excessive at some points in the city and is woefully slow at others, and asserts that the drivers are better able to judge the right speed for the operation of the apparatus than are members of the council. — Fireman's Herald.

Truck 2 won the baseball game from engine 6 Thursday by a score of 9 to 4.

James K. Mack, editor and proprietor of the PACIFIC FIREMAN, has gone on his vacation.

The Scannell Club met last Tuesday evening, and among other things decided that the dues shall be 50 cents per quarter. The charter will be kept open until Sept. 1.

Deputy Fire Chief Sidney Rose returned to his duties in the Berkeley Fire Department Thursday, his first day on duty since his serious injury on December 7, 1912, when his automobile crashed into an Ellsworth street electric train while he was responding to a fire alarm. Rose nearly lost his life and was confined to a hospital for several months.

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SAN FRANCISCO

PACIFIC FIREMAN



VOL. X.—NO. 40

SAN FRANCISCO, SATURDAY, AUGUST 23, 1913.

Single Copies 5 Cents

A Shorter Working Day For Firemen.

By Captain W. E. Brown, Milwaukee.

Paper Read at Wisconsin Paid Firemen's Association,
July 24, 1913.

Shorter working days for firemen. It is, indeed, high time that something of consequence be done along this line to bring us to the much-mooted question of two-platoon or double shift. Seemingly a decided bugaboo to the average fire chief, who apparently steers clear of the proposition on the basis of expenditure, besides not being applicable to the fire service, yet he will heartily approve of bonding his city for thousands of dollars for apparatus, motor and otherwise, besides new houses, advocating the expenditures from a standpoint of general efficiency. Is it not a fact, permit me to ask, that the two-platoon system or fewer hours would, in like manner, at least proportionately improve the service from the same efficiency standpoint? The chief of Kansas City, Mo., also Chief Kenlon of New York—the last named, if you please, a most progressive chief, at the head of our largest fire department—tell us in all seriousness that the adoption of a two-platoon system would have a tendency to decrease efficiency by reason of the fact that firemen would frequent the saloon and partake of the flowing bowl; or, in other words, become habitual drunkards. In my way of thinking, statements of this nature are a libel on good men. However, be that as it may, Kansas City has since adopted the two-platoon system with, so far as I can understand, great satisfaction to the men vitally interested. There have been no serious complaints

made by anyone against the conduct of firemen thus affected. Furthermore, it is reasonable to assume that efficiency has not suffered thereby, by reason of the fact that men, home night or day, whichever shift they may be working under, are surely better enabled to withstand the rigorous service, by naturally obtaining more rest while at home. Such, at least, is my contention. Some years back Omaha commenced working upon the two-platoon system. Chief Salter offered the usual objection. Nevertheless, to offset a growing public feeling toward the amelioration of firemen's conditions, more offs and better salary were made and, in fact, granted; but, in spite of this, one of the firemen—Leeder by name—was nominated and duly elected to the State legislature, and managed, while a member of that body, to have passed a 12-hour law for firemen. In the course of time it went into effect, against great opposition from the chief and the fire commission, but since that time the chief has frankly admitted that it is the only system and, incidentally, tells us that his department has no superior. Surely that statement speaks for itself. Things in Omaha, to begin with, were certainly not conducive to enjoying the two-platoon system, for the reason that shifts were constant—being 12 hours either day or night—with no furlough or other time off. Apparently Salter and the commission desired to make everybody sick and tired of this system. Likewise Salter would take absolutely no suggestions for general improvement—efficiency, if you

please—from the men who fought for its original adoption. I might add that Engineer Leeder slept and ate two platoons previous to his going into the Assembly, therefore he was well equipped to assist in formulating a foundation base.

I have already mentioned what Chief Salter said regarding his department since the adoption of the two-platoon system, which is evidence of its success. I will admit that Omaha is not a large city; yet, what a city of its size can do, surely New York, Chicago, Cleveland, Detroit and Milwaukee can. Some years ago, in New York, a test was made of the two-platoon system in, I believe, the third battalion. Chief Croker was a bitter opponent and he detailed Chief Kenlon, then a battalion chief in charge of this battalion, to report on its operation. He, like his chief, opposed the idea. Each captain and lieutenant detailed to this particular battalion was also against it. What followed was that, as far as possible, every malcontent and booze-fighter in the department was transferred into the third battalion. The outcome was that the system proved impossible—and so Chief Kenlon reported. This report is used at the present time as an argument against the two-platoon system. I presume it is, in so far as Chief Kenlon is concerned, for he really is a bright and fully capable fellow, well equipped mentally to properly set forth exactly why the department's efficiency was impaired or, at least, would be by the permanent adoption of the two-platoon, forgetting, perhaps, that you or I had a con-

trary version of the trial. As a matter of absolute fact, what other decision could be expected from the source whence it came? Chicago, in the first battalion, gave a like test, obtaining, in so far as results were concerned, a much better written report, particularly upon efficiency, there being a majority and minority report, both of which practically favored the idea, but it was not adopted for various reasons, the principal of which being lack of finance.

This brings us to the very queer condition connected with all these situations, no matter where they may be, and that is how chiefs and their assistants, along with other details made necessary by circumstance, can appear before legislative bodies representing their side of the argument, whereas men in fear of their positions or disfavor seemingly have no side, either affirmative or negative.

Past experience has taught that, wherever men have taken up arms, as it were, for this much-discussed two-platoon system or, in fact, any other betterment for firemen, he or they were duly marked and carried accordingly, which fact means almost anything, yet we are in, what is everywhere termed, a progressive era. In spite of prevailing opposition in both New York and Chicago, something was gained in both places by adopting a better "off" schedule, particularly so in Chicago, where they have the most liberal off-day arrangement in these United States, namely, 24 hours every third day. Nevertheless, the firemen are still hammering along for the two-platoon system. New York came within an ace of passing a bill this spring. Governor Sulzer was about to sign it before Commission Johnson, Chief Kenlon and fifteen deputy chiefs made some impression upon him, for he concluded, after their visit, to let his law of home rule apply. This, in other words, is a referendum. I anticipate an ultimate victory along this line. Illinois has recently passed a bill, a copy of which I append, that no employe of a fire department shall be compelled to be on duty more than 10 consecutive hours in the daytime nor more than 14 consecutive hours at night. This also must go to a refer-

endum for the people to decide upon. Here, particularly in Chicago, has been waged a battle royal for the past ten years, and whatever betterment has been obtained was principally through the efforts of George B. Hargan, president of the Illinois Association. Many of you heard Hargan speak at our last convention in Wausau. He is now on pension, having retired December 31, 1912. Speaking of the two-platoon system in Chicago, let us not forget the lamented Bassett, who was originally the strenuous advocate of such a system and who lost his life in the performance of a fireman's duty, his head being crushed by a falling wall. May his soul rest in peace, for he certainly had a rough and rugged road to travel while pushing the much-abused animal—the two-platoon system. The fight being made in Chicago, after receiving more salary and the best "off" in these United States, would indicate that this system of two platoons was best. Ohio is likewise endeavoring to obtain a reduction of hours of labor through the legislature. Take the average city. It avoids the matter almost entirely, which fact makes it necessary to appeal, as it were. This, of course, is not at all pleasant, but in a court of law one has the right of appeal. Naturally, in assuming this prerogative, one must spend money; nevertheless, when expended in this way, it is, in my opinion, well invested both from our side and the general taxpayer. Seattle, in the State of Washington, this spring adopted the two-platoon system by a vote of the people. The only one not affected is the chief. And so, all along the line, we have that well-defined feeling of shorter working hours for firemen. Heretofore I have said New York is progressive. Yes, we are informed they have more motor apparatus than any other city in the United States. In spite of this wonderful progressive spirit and great expenditure of money, our eastern metropolis is far in the rear when it comes to increasing department efficiency along the shorter-hours line, for is not opposition to the two-platoon system a step backward? Peculiar to relate, all other city departments, except the fire boys, are given magnificent consideration. The

police in Milwaukee, who are on three shifts a day, have recently received five days more furlough, making 15 days per annum, as well as two 24-hour "offs" every month. Engineers and firemen in the water department, also on three shifts per day, get 15 days' furlough annually and one 24-hour "off" every eight days.

(Continued Next Week)

Efficient High Pressure System.

The report of the grand jury of Venice was a commendation on the excellence of the salt water fire protection system which has been brought to a state of high efficiency this year. Fire Chief Hubbard has received a letter from William Meeks, foreman, and R. E. Wirsching, secretary of the grand jury, stating that the inquisitorial body had found the Venice system one of the best in the country and entirely adequate.

A plant belonging to the Abbott Kinney Company works night and day keeping a steady pressure in the salt water mains, which are laid in the alleys as well as in the streets, enabling the firemen to use hydrants on each side of a building. In case of fire the pressure is automatically increased until the firemen have a force of 320 pounds to the square inch with which to fight the flames. Venice recently bought two of the latest improved fire trucks patterned after those now in use in New York City and other eastern cities with which, manned by paid firemen instead of the volunteer corps, as of old, they can reach a blaze within the city limits in a few minutes.

Seattle city officials have made no provision for providing relief help for the vacation season in the fire department, and as a consequence all stations will be short-handed when the regular members are given their statutory vacation of fifteen days. There are 270 men entitled to vacations and fifty-seven of these will be off at a time until all have had their fifteen days.

Phone Meiritt 4447

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Alcazar Theatre.

"The Wolf" is to be started on a week's run in the Alcazar Theatre next Monday evening, with Forrest Stanley, Bessie Barriscale, Howard Hickman and the stock company appropriately cast. In this dramatic depiction of life in the Hudson Bay country Mr. Stanley scored one of his big hits, which is one of the reasons for its revival by the Alcazar management. "The Wolf" introduces phases of life and types of character which are radically different from those in any other work by its talented author. Its scenes are laid in Canada's northern frontier and its people are ruggedly picturesque and primitively human. A feature of the play is a duel to the death which is one of the most intense scenes of its kind ever staged. The rivals fight with knives and in darkness, and not until the victor lights a match does the audience discover his identity. Each of the three acts calls for realistic staging, and the Alcazar's mechanical forces can be depended upon to meet all the requirements in that respect.

Empress Theatre.

The bill opening next Sunday afternoon at the Empress will be Max's Circus, a real Barnum & Bailey Circus in miniature. The company carries two carloads of animals and scenic equipment and ten leading circus artists of Europe. Headline honors will be divided with Sager Midgley, one of the greatest comedians in the United States, presenting his own comedy, entitled "Early Morning Reflections." In the cast is Dawn Elton, a charming young woman. The Four Readings, great gymnasts, will present the act in which actual juggling of human beings is featured. Mort Sharp, a clever comedian, will entertain with new songs, stories and satire of his own creation. B. Kelley Forrest, who puts his work over on the order of Nat Wills' style of entertaining, is billed as the "Happy Tramp." Lew Manning and Ed Ford, two boys who know how to dance. The usual added attraction and the Essancee-scope will complete a good bill.

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Postoffice at San Francisco, Cal., under the Act of Con-
gress of March 3, 1879.

A Letter of Appreciation.

The following letter will explain itself, and we consider it well worth the space it occupies in this paper, for the reason that a Mill Valley fireman exerted himself to care for firemen from San Francisco helping to save property, and they in turn appreciated the kindness shown them:

SAN FRANCISCO, Aug. 7, 1913.

Mr. Chas. Thoney, Care Fire Department, Mill Valley, Cal.

My Dear Chas.: We are sending you by Mr. William H. Brown of the corporation yard, a contribution from the following men, for the purpose of repaying you in some manner for your kindness to them during the late fire at Mt. Tamalpais. We were in doubt just what to get you in the way of a testimonial, but thought that we would send the cash so that you might dispose of it to suit yourself.

We all desire to thank you again for the kindness shown us, and you may be sure that we all fully appreciate your thoughtfulness.

Thomas Bulger,	J. McCloskey,
J. O'Rourke,	E. Casserly,
Wm. H. Brown,	F. Reckenbeil,
J. Franchi,	J. Van Sooten,
Wm. Flanagan,	W. Crane,
J. Bohn,	J. Malley,
J. Hayden,	W. Gilligan,
Charles Taylor,	J. Driscoll,
E. Fields,	H. Donnadieu,
W. Shaughnessy,	Wm. S. Siewert,
J. Moholy,	J. Feldhaus.

Yours very sincerely,
(Signed) CAPT. THOS. BULGER,
Corporation Yard.

Fire Commissioner Johnson, chairman of the citizens' committee for the entertainment of delegates to the convention of the International Association of Fire Engineers, to be held in New York during the first week in September, has raised \$25,000 for the entertainment of the visiting chiefs. The committee expects that twelve hundred fire chiefs from other cities will descend upon New York Sept. 1. With them will come wives, daughters and many friends. Altogether it is estimated that the convention will attract five thousand visitors from out of town who are directly interested in the proceedings of the fire chiefs.

Fire Department Items.

[From Our Exchanges.]

Fresno will purchase an auto chemical engine

Los Gatos trustees are considering the purchase of chemical fire apparatus.

Santa Monica, Cal.—The City Council is advertising for two modern fire engines.

Napa councilmen propose to call a bond election for the purchase of a new automobile fire engine.

San Mateo trustees will have an election in August to vote on a \$40,000 bond proposition for a new city hall and fire station.

Santa Ana.—Proceedings have been started for a \$60,000 bond issue for fire apparatus and improvements to the water system.

Petaluma fire laddies are well pleased with the work of their auto fire engine. At a recent try-out it developed wonderful efficiency.

The fire chiefs of Southern California left Los Angeles August 21st on a Southern Pacific special car to attend the convention of fire chiefs at Tacoma August 25th.

Long Beach, Cal.—The City Council has read for the first time an ordinance calling for installation of a salt water, high pressure fire protection system, to cost less than \$200,000.

Pomona, Cal.—The city officials are considering the proposition of purchasing an automobile fire engine and a motor hook and ladder truck to replace the old truck now drawn by horse.

Engine No. 2 of the Vancouver (B. C.) Fire Department, while on the way to a fire, collided with an automobile. The horses attached to the engine were thrown to the pavement but were practically uninjured.

Los Angeles, Cal.—The budget for the coming year allows the fire department \$772,638, which amount includes \$200,000 for outlays and \$500,000 for salaries. The sum of \$108,710 is appropriated for a new fire alarm system.

Los Angeles, Cal.—Councilman John W. Snowden may go east to attend the National Convention of Fire Chiefs to be held in New York City September 1st, in order to make a thorough investigation of fire alarm systems, preparatory to the establishment of a new system here.

Boston.—A flying machine fire department for Salem was predicted by Mayor John F. Hurley. Fire engines, hook and ladders, hose wagons and aerial water towers of the future will go through the air on the wings of aeroplanes instead of using the city streets, according to Hurley's ideas.

Richmond, Cal., has secured a material reduction in fire insurance rates. The City Council has signed a contract for the installation of a new fire alarm system, which has resulted in a general reduction of from 15 to 25 per cent on mercantile property and 10 per cent on residence property.

Riverbank, Cal.—The business section has been totally destroyed by fire, which originated in a restaurant, and the damage is estimated at \$35,000. The fire department was handicapped, for though Riverbank has a good water system there was no fire hose. Mayor Wren of Modesto sent the automobile apparatus of his city to the assistance of the burning town, and the chemical engine from Oakdale was also dispatched.

Los Angeles, Cal.—Fire Chief Eley states that he will install a volunteer fire company in Sierra Park. There will be a roster of fifteen men, and the equipment will be hand-drawn chemical apparatus. A structure 12 x 12 will be erected to house the equipment. This will serve a territory three miles from the nearest fire house. There is need for several more volunteer fire companies in the suburban sections, particularly in the northwest and Hollywood districts.

Los Angeles, Cal.—Engine No. 28, on Figueroa street, north of Seventh, is now in service. Present equipment includes one Gorham motor pumping engine and one combination chemical and hose wagon, 2,000 feet of 2½-inch hose, and twelve men. Both pieces of apparatus are automobile-propelled. This house is of fire-proof construction and is intended to also house an automobile 85 foot aerial ladder truck in the near future. The fire alarm bureau headquarters will be removed to this station soon.

Los Angeles, Cal.—Owing to the frequent cases of destruction of stores and residences by explosions, the police believe that a branch of the arson trust is operating here. On July 22 three buildings were destroyed by a terrific explosion, including the grocery store of Ottario Petronaggio, at 605 Clover street, who was arrested a few hours after the explosion, at a moving picture show. He was armed and had his insurance papers in his pocket. One of the detectives who worked on the case, said: "In the many years we have been connected with the police department we have investigated about thirty such cases. We do not remember a single explosion occurring in a store or house which was not heavily insured. The police will never be able to stop these explosions until insurance companies stop paying doubtful claims. It has been the practice of insurance companies to settle for about sixty cents on the dollar in such cases. We will call upon the insurance companies and ask them to withhold payment of the policies. If they comply with our request we feel certain the arson ring will abandon Los Angeles."

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Meeting of the Fire Commission.

At a meeting of the Fire Commission, held August 22, the following recommendations from the Administrative Committee's report were approved by the Board:

From T. McGovern, driver chemical 4, requesting a leave of absence for 60 days, with pay, commencing Aug. 18, with permission to leave the city, on account of sickness. Granted 30 days.

From Geo. Frederickson, hoseman engine 13, requesting a leave of absence for 30 days, commencing Aug. 16, with pay, with permission to leave the city, on account of sickness. Granted.

From the Board of Public Works, requesting requirements and different pieces of apparatus to be installed in engine houses 12 and 48. Referred to the chief engineer to reply.

From F. Jordan, truckman truck 10, making application for retirement on pension on account of physical disability. Referred to Pension Board.

From the American-La France Fire Engine Company, requesting an extension of time of 60 days on their contract for furnishing tractor-drawn motor service hook and ladder truck. Granted for a period of 30 days, and Mr. R. S. Chapman, representative of the American-La France Company, be instructed to appear in person before your committee if further extension is requested.

From Daniel Newell, captain engine 13, submitting a complaint against Alexander Lafferty, stoker engine 13, for being under the influence of intoxicating liquor while on duty Aug. 17. The testimony taken before the committee was conflicting and of such a nature that the committee is not satisfied to recommend that charges be filed. The committee is satisfied that Captain Newell made a correct representation of the facts to it, but at the same time his testimony is wholly uncorroborated and actually conflicts with that of witnesses called by himself. Under the circumstances your committee is unable to recommend anything but the dismissal of the complaint. Your committee further recommends that Captain Newell thinks the ends of discipline would be subserved if Lafferty was transferred to some other company, and Mr. Lafferty then expressed his willingness to go to some other company, which transfer was ordered made subject to the ratification and approval of the Board.

From D. A. Ahern, harnessmaker, requesting that he be allowed two and one-half day's pay while absent from duty at the corporation yard. Mr. Ahern appeared before the committee and stated that for one-half a day he was working in conjunction with the City Engineer's office on official business and the two days he was absent in connection with the bond issue for municipal railroads. Recommend he be paid for one-half day while working in conjunction with the engineer's office, and his application for the two days absent in connection with the bond issue for municipal ownership of railroads be denied.

From Barrett & Thomas, attorneys, in reference to an indebtedness of \$110 of A. C. Butt, lieutenant engine 8. Mr. Butt appeared before your committee and promised to settle the indebtedness just as soon as he possibly could; that he has been under heavy strain and is endeavoring to do the best he can, and your committee is satisfied that his statement is true. Filed.

From the chief engineer, submitting a report on the probationary period of Edgar L. Cox, fireman pumping station 1; Conrad W. Plitsch, fireman pumping station 1; Frederick G. Ernst, engineer engine 42. Recommend they be permanently appointed.

From T. A. Reddall, attorney, submitting complaint against A. J. Morrison, driver engine 19, for failure to pay a debt of \$33 due the White Sewing Machine Company. Mr. Morrison and Mr. Reddall both appeared before your committee, and Mr. Morrison said he was willing to return the sewing machine to the company and forfeit his payments already made. Recommend complaint be filed, as your committee is satisfied that Mr. Morrison is not guilty of any moral delinquency.

From D. R. Sewell, acting battalion chief district 8, submitting a complaint against M. J. Murphy, hoseman engine 40, for reporting back late from his meal hour and with altering the record book of the company. Mr. Murphy admitted that he had altered the record book and your committee therefore recommend that he be penalized to the extent of two day's pay. The committee makes this recommendation on the recommendation of Battalion Chief Sewell, Lieut. Matlock and the Chief Engineer, Mr. Murphy being warned that if he is guilty of a breach of the rules in the future the discipline will be far more severe.

From the chief engineer, recommending that the following applications for transfers be granted: Frank Powers, from hoseman engine 13 to hoseman fireboat 2; Patrick Golden, from hoseman fireboat 2 to hoseman engine 13. Approved.

From the Superintendent of Engines, submitting a complaint against Fred Brown, hoseman engine 28, detailed temporarily as watchman at the corporation yard, for failing to punch time clock at the yard as he is required to do. Mr. Brown appeared before your committee and stated that he had received no instructions to punch the clock from Superintendent Birmingham, who he thought was the proper party to give him orders. That Clerk and Commissary Gill asked him if he had received instructions to punch the clock and he said he had not, and does not remember Mr. Gill telling him to do so. Your committee finds that there is no evidence to show willful guilt on the part of Mr. Brown of violation of orders. It was evident to the committee that there was a lack of discipline at the corporation yard, and we therefore recommend that the matter be sent back to Superintendent Birmingham with instructions to investigate and report back.

Portland (Ore.) Fire News.

[Special Correspondence.]

Mayor Albee spent one entire day last week inspecting the city fire houses. The trip was for the purpose of getting acquainted with the men and learning the needs of those at each station. This is the first time since taking office that Mayor Albee has visited among the men employed in the Fire Bureau. He was accompanied by Chief Dowell.

Clark E. Gardner has been appointed blacksmith in charge of the portable blacksmith shop which was put in service Aug. 18 in the Fire Bureau. The wagon is equipped with a complete horse-shoeing outfit and will be drawn by two trained horses.

James McGrew, hoseman engine 26, took his life in his hands on the 13th inst. and made the jump into the sea of matrimony in Vancouver, Wash., by marrying Miss Adeline Hiatt. Here's the very best of good luck to you, Jim. If you are as good a husband as you are a fireman you will get along fine.

Seaside, Ore. Quick response on the part of the volunteer fire department Sunday saved the summer resort from another disastrous fire, when an alarm was turned in from the Mears Hotel. Some rubbish in an unfinished room, a small boy and a lighted candle were the preliminary elements. Small damage was done.

Lents, Ore. Through the efforts of Captain Hazen the Lents Volunteer Fire Department has secured 500 feet of good second-hand hose and a new nozzle. This hose will enable the company to reach all the business sections of the suburb. Two old fire hydrants have been replaced with modern ones.

St. Johns, Ore. Chief of Police Wilson has asked the council to install a complete system of fire and police alarms throughout the city. For the present there is no fire alarm system and the only police signal is a red light flashed at night by the telephone operator when help is needed.

The St. Johns Volunteer Fire Department has decided to hold a barbecue celebration Aug. 31 on the banks of the Willamette river just north of St. Johns. The Portsmouth Volunteer Fire Company will be their guests.

For Flowers for all occasions call up Mission 5988. J. J. O'Connor, 2756 Mission Street.

William Sweeney, hoseman of engine 4, was married on Wednesday, August 20th, to Miss Annie Rodden, daughter of Con Rodden. The couple will spend their honeymoon in Southern California.

The Civil Service Commission will appeal from Judge Murasky's decision in the Matlock case, which requires the certification of three names.

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SAN FRANCISCO

PACIFIC FIREMAN



VOL. X.—NO. 41

SAN FRANCISCO, SATURDAY, AUGUST 30, 1913.

Single Copies 5 Cents

A Shorter Working Day For Firemen.

By Captain W. E. Brown, Milwaukee.

Paper Read at Wisconsin Paid Firemen's Association,
July 24, 1913.

(Continued from Last Week.)

The bridge tenders receive more salary, 15 days' furlough and two shifts, changing from night to day shift every other week. This, in like proportion, is applicable everywhere. Seemingly, in the giving out of extras, we, who are always ready for any and everything, from taking horses out of ditches to birds and cats from trees, as well as facing fire and smoke, must patiently sit by and smoke our pipes in peace. Really, it is enough to drive one into a fit of exasperation. I often wonder what the reason is. Perhaps we are not sufficiently consistent in our demands, or is it because we ask too much? Possibly there is a complication of ideas. The last-named is most feasible; for among firemen there is, from my own experience, a most decided variance of what they want, salary or "offs," the first of which, seemingly, appeals most. My idea is shorter working hours, and along that line our efforts should be concentrated; for, with shorter working hours, we have more pay as a matter of fact. Some are afraid that the two-platoon system means reduction, less of furlough, sick and injury pay.

Tell me, pray, is that any worse than the Compensation Act, which gives 65 per cent. of \$750 for a limited period of injury? For the benefit of those who are not familiar with these facts, Kansas City and Seattle go on as before, Omaha stopped the fur-

loughs but raised salaries, that being the original plan. Whether or not it has been changed, I am unable to say, but rather imagine, from Chief Salter's good opinion since its adoption, he'd improve on the original plan. Let us, at least, trust that he has. Shorter working hours or a two-platoon system for firemen require additional expense, most certainly, for more men are needed, but in a greater proportion thereof is the standard of efficiency increased simply because your minimum of strength is based on sufficient number of men to properly man and run each company at all hours—day and night. Of course I will admit that is done under present conditions, but many and many a time, by reason of furloughs, sickness, injury, special detail and the like, is the aforementioned minimum decidedly small. Going before administrative bodies with your proposition, the first question asked is, as a rule—for this is a commercialized era, where the dollar prevails—what will be the cost of adoption; also cost of maintenance? And this, I will acknowledge, is perfectly proper, for the people ought to know where all of that tax money is going; and, believe me, the average city council surely spends money, very little of which is used for shorter hours—at least where the long-suffering firemen are concerned.

But other places have made the necessary provisions without any great difficulty and, inasmuch as our present system is faulty, after many years of trial, allow me to ask, in all frankness and seriousness, why not give the progressive idea a chance?

Prevention of Factory Fires.

From Report of Jas. P. Whiskeman, Advisory Engineer
N. Y. State Factory Investigating Commission.

Exercise simple and ordinary precautionary measures against the outbreak of fire by the removal of readily preventable causes.

The necessity of removing waste materials, cuttings and rubbish from the floors of factory buildings and storing them in fireproof receptacles. All factory floors should be thoroughly swept at least twice each day, all waste, etc., kept in fireproof receptacles and removed from the building at least once each day or be baled and stored in fireproof enclosures.

Automatic sprinklers should be provided in all factory buildings where the nature of the work done and the materials used may readily cause a fire.

The necessity of efficiently organized fire drills and private fire departments equipped with auxiliary fire-fighting apparatus. Fire drills in connection with a fire alarm signal system should be conducted at frequent intervals in every factory building, with special regard to the exit facilities, so that if one exit should be cut off, the efficiency of the drill and the opportunity for escape may not be lessened.

The necessity of proper and sufficient exit facilities. All factory buildings of two or more stories in height should be provided with at least two efficient means of exit remote from each other.

The necessity for the enclosure of stairways in all factory buildings with doors of fire resisting materials.

Civil Service for Portland.

Promoting city employes for efficiency only; dividing the city work into classifications; fixing examinations for positions in all departments, and fixing a basis by which city employes can be promoted or dropped from the service, are a few of the requirements of the chapter on standardization of salaries and wages included in the administrative code which is being drafted for Portland by experts of the New York Bureau of Municipal Research.

The employes are to be classified according to the general character of service rendered the city. The classes are: Clerical, engineering, fire, inspection, skilled labor, labor, medical, operating engineering, police and supervising service.

Each class is divided into ranks and grades. The rank applies to the special kind of service; the grade to the salary and efficiency of the employe.

To secure a position in this service civil service examination has to be taken and the successful applicant is given a position in the lowest grade, according to the particular rank.

To be promoted an employe must have served at least six months in the grade from which he is promoted. The length of time required varies according to the classification. This promotion is made by the commissioner in charge of the department on the approval by the Civil Service Bureau of the efficiency record of the employe.

The efficiency record is based on a rating of 80 points known as "normal." Four factors have to be taken into consideration, ability, efficiency, personality and bravery, the last, however, applying to only the police and fire departments.

Demerit marks for non-performance of duties, insubordination and others are to be deducted from the "normal." Any commissioner may reduce an employe from one grade to another of lower salary, although no reduction in rank can be made.

Merit marks are to be added to the "normal" for exceptional ability, effectiveness, personality and bravery. When a promotion is made, all of these points have to be taken into con-

sideration, the selection for a position in a higher grade to be made of the employe in the lowest grade having the highest rating above "normal."

To secure any promotion to rank higher in classification and with a higher salary an examination has to be taken.

New York Fire News.

[Special Correspondence.]

Early in the morning on Aug. 13, Fireman Bertrand Johnson of the fireboat Abraham S. Hewitt was instantly killed when struck in the head by a fire nozzle, which was torn from the hose he was handling by the pressure of the water. Johnson was directing the stream from the fire nozzle on the bow of the boat when the immense pressure of the water caused the hose to burst at the base of the heavy brass nozzle. The nozzle flew upward, striking Johnson on the head, fracturing his skull and killing him instantly. The Hewitt backed out into the river, where the damage to the hose was partly repaired. Then, with the dead fireman lying on the deck covered by a tarpaulin, the boat went back to fight the flames.

Truck No. 286, with Lieut. O'Farrell clinging to it, turned a sharp corner on its way to the fire, and the fireman was flung to the ground. He was taken to St. John's Hospital with a fractured skull and died in a few hours.

A firemen's monument, erected in memory of New York city's fire-fighters who have lost their lives in combatting fires, will be unveiled at 100th street and Riverside Drive, on Friday, Sept. 5, at 2 p. m. The memorial has been erected with funds raised by popular subscription. When this monument is unveiled two marble groups symbolizing Duty and Sacrifice will be disclosed. On one side of the memorial appears this inscription:

To the Men of the
Fire Department of the City of New York
Who Died at the Call of Duty.
Soldiers in a War That Never Ends,
This Memorial is Dedicated
By the People of a Grateful City.

Phone Merritt 4447

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Motor Fire Apparatus.

The National Fire Protection Association has investigated the subject of motor-driven fire apparatus and the report resulting is well worth time and study.

The report classifies fire apparatus under three main heads: Pumping engines, hose wagons and ladder trucks.

The report in part reads as follows:

"The great majority of automobile engines use the same motor to propel the machine and to drive its pump, but a number of fire departments are equipped with motorized steam fire engines, either because it was desired to provide machines already in service with the advantages of motor propulsion or because it seemed inadvisable to substitute an unproved gasoline engine for a proved steam engine. When it is now desired to retain steam engines in service and at the same time provide them with power that they may be self-propelling the most usual and probably the best method is to substitute a tractor for the front wheels of the engine, though power may be applied to the rear wheels or even towing by automobile resorted to."

To insure efficiency the National Board of Fire Underwriters has set the following standard: An engine must be able to deliver 700 gallons per minute (or whatever its rated capacity may be), at 120 pounds net pump pressure and at least 50 per cent of its rated capacity at 200 pounds net pressure with a maximum suction lift of 10 feet; the length of hose lines and sizes of nozzles to be such that the above results will be obtained, and each test to be of one hour's duration.—Underwriters' Report.

Could This be Worked in San Francisco.

Winona, Minn.—The fire department at midnight answered an alarm which took them to the south central part of the city, in the zone from which an alarm brings out all the men and equipment. When the firemen returned they found a burglar had worked in the deserted central fire station. The sleeping quarters were raided and many of the firemen's trousers, hanging from the ends of their beds, had been looted of their purses, which were pretty full, as the previous day had been pay day in the department.—Fireman's Herald.

Alcazar Theatre.

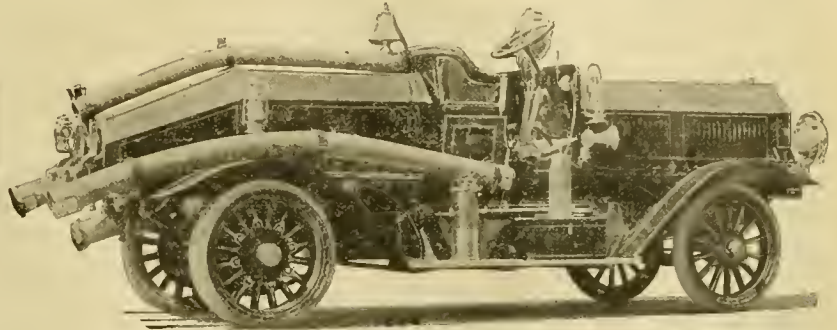
The Alcazar management will offer "Madame Sherry," a musical comedy, commencing with an extra matinee next Monday (Labor Day.) A brilliant performance is assured through the strength of the company, headed by Ralph Herz and Maude Amber. A chorus composed of pretty girls, who sing melodiously and dance with poetry of motion, will contribute adornment to the stage pictures and volume to the ensemble harmonies. And the orchestra is to be considerably augmented. Without musical embellishment it would be an entertaining comedy, and with its melodious setting there are few productions to equal it. Because everyone has heard "Every Little Movement" and the other song hits in "Sherry" an impression is current among those who have not witnessed the play that its charm lies mainly, if not solely, in the score, while the fact is that the mirth qualities of its story are no less engaging than the music. It is a cleverly-told tale of a man's love for a maid—love of the romantic kind that is strengthened instead of diminished by having to overcome seemingly-insurmountable obstacles to smooth running.

Empress Theatre.

Beginning next Sunday afternoon Sullivan & Considine will offer a bill of the highest quality. Mons. G. Molasso (himself) the greatest of all living pantomimic dancers and his own company in an elaborate production of "La Sonnambule" will be the feature offering. "The Watch," a one-act play will be presented by Chas. W. Bowser and his company. Two musical comedy favorites, Jules Bernard and Florence Scarth, will present a rapid-fire dancing and singing turn. A real novelty for vaudeville will be presented by Lew Palmore, who juggles hats of every size and style. Luciano Lucca, who sings soprano and baritone, will give an exhibition of his wonderful voice in classical and popular solos. Henry Frey, a character monologist, will make his first appearance in San Francisco as an inebriated German who scrambles the English language into shreds. Two other ad led Empress features and the Es-sanceescope make up a good program.

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3 San Diego	" " " "	11 Bakersfield	1 " " " "
4 Los Angeles	" " " "	12 Los Angeles	1 " " " "
5 Los Angeles	" " " "	13 Los Angeles	1 Straight Pump
6 Los Angeles	" " " "	14 Los Angeles	1 Combination Hose & Pump
7 San Diego	" " " "	15 Sacramento	1 " " " "
8 San Diego	" " " "		

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 Postoffice at San Francisco, Cal., under the Act of Con-
 gress of March 3, 1879.

Pacific Coast Fire Chiefs in Session.

Seventy-five delegates, representing five states and three Canadian provinces and including many fire-fighters of wide experience and heroic service, went into session in Tacoma Monday morning at the 21st convention of the Pacific Coast Association of Fire Chiefs.

Mayor Seymour and Commissioner of Public Safety Mills delivered addresses of welcome to the fire chiefs, when the session was called to order at 10:30 in Odd Fellows' Temple, 710 Pacific avenue. The mayor spoke of the importance of a fire chiefs' convention and extended the delegates the freedom of the city. The reply was made by Chief Archie J. Eley of Los Angeles. Short talks were also given by Chief Davis of Victoria, Chief Foster of Astoria and Chief Haley of San Jose. Geo. McAlevy, Tacoma fire chief, said he stood ready to give the delegates almost anything they asked for in the way of entertainment.

The roll call showed 79 chiefs, ex-chiefs, assistant chiefs and agents in attendance, these coming from Washington, Oregon, California, Arizona, Idaho, Montana, British Columbia, Alberta and Saskatchewan.

Chief A. J. Eley of Los Angeles spoke on the advantages of motor-driven fire apparatus, laying particular stress on speed limits. "Don't let your men get the speed craze," he said. "Pick your men carefully and watch them to see that they are capable of keeping their heads. I would recommend that governors be put on all motors to limit their speed. It is better to go at half speed and get to a fire than to go at full speed and end in the ditch. I should say cars should not be driven faster than 25 miles an hour. Faster than that is dangerous, and an accident means ruined apparatus and dead men."

Chief F. L. Stetson of Seattle spoke of the efficiency of motor apparatus in hilly cities like Tacoma and Seattle. He said that such cities in purchasing motors should figure on sufficient power to overcome the grades.

"Where a city like ours would require a motor of 80 to 100 horsepower, one situated on the level would get the same service with less than half the power. Speed is all right up to a certain point, but I am in sympathy

with everything Mr. Eley has said. When the streets are wet, over 25 miles an hour is in the danger zone, and while your motor may be capable of going 60 miles an hour, never let your men use it," said Chief Stetson. "I find the great problem to be to instruct and train drivers who may be depended upon to exercise due caution."

Chief Thns. Davis of Victoria, B. C., offered to show the chiefs his figures proving the cheapness of maintaining motor apparatus. He said he was discarding horses as fast as possible and that not another one would be purchased for the Victoria Fire Department.

Assistant Chief Shurt of Oakland told of the situation in his city where a third of the men are full pay men and the rest call men. He gave figures showing how much quicker the full pay men are to get to fires and put them out as compared with the call men. He said one of his motor pumps there would pass seven steam fire engines, horse-drawn, in five blocks.

Business was resumed Wednesday and Thursday and the following papers read and discussed:

"Fire Prevention by Legislation as well as Education," Chief A. J. Eley of Los Angeles.
 "Fire Escapes," Thomas Baird, assistant chief of Fresno.

"Fire Prevention as the Public Sees It," E. B. Raymond, ex-chief of Olympia.

"The Importance of Time in the Fire Service," Chief Thomas E. Heath of Saskatoon, Canada.

"The Heights and Areas of Buildings," H. W. Bringham, fire marshal, Seattle.

"Arson," Edward Haley, San Jose.

CALIFORNIA WELL REPRESENTED.

Twenty-eight representatives of the California fire-fighters arrived in Tacoma Monday morning. They traveled by special car and had an exceedingly jolly trip. To while away the time they organized a traveling government. Chief Small of Oakland was made judge; Chief Haley of San Jose, prosecuting attorney. C. A. Taber, a fire apparatus representative of San Francisco, was tried on a charge of transporting dynamite from one car to another, and was defended by Chief Walsh of Santa Clara. The charge was dismissed when the dynamite was proved to be socks, but Mr. Taber was not allowed to get off scot free; he was found guilty of bribing the judge and was chained securely in a corner of the car for some time while his companions pestered him.

Great confusion was caused one morning because in the night the shoes and socks had been switched and the chiefs were forced to run about in the bare feet in pursuit of their rightful coverings.

The convention had a mascot. A Catalina hilly goat had been brought hither, and is the property of the wife of Chief Nittinger of Santa Monica.

TACOMA ITEMS.

Purchase for the Tacoma Fire Department of two new gasoline fire pumps, to cost approximately \$10,000 each, will be advocated by Commissioner Mills of the Public Safety

Department in making up the new budget. The commissioner, in his address of welcome to the delegates at the fire chiefs' convention, made the announcement.

"I want the kind that will pump salt water, and I think they will give as good protection to the waterfront plants as a fireboat. The money for the purchase of the two new pumps will be included in my budget when it is presented to the council."

Tacoma already has one gasoline pump among its fire apparatus, purchased recently for \$10,000.

A display of fire-fighting apparatus was made at 704 Pacific avenue, showing all the latest inventions in fire-fighting machines.

Monday afternoon Commissioner Mills headed an automobile party that contained the wives of a number of the chiefs. They were driven to Point Defiance and around the city while the men were in convention. At night the entire party attended "Over Night" at the Princess Theatre, as guests of Manager Richards.

At 7 o'clock Tuesday morning the chiefs and their wives left on a special train for Ashford and Mount Tacoma, returning in the evening.

Firemen Honor Actress.

To Battalion Chief L. G. Holden fell the distinction of conveying Stella Mayhew, the only regular firewoman in the world and third assistant chief of the New Rochelle (N. Y.) Fire Department, on a tour of the Portland (Ore.) fire fighting equipment.

Miss Mayhew was sworn into the New Rochelle Fire Department on June 18 by the Mayor and received at that time her chief's badge. Miss Mayhew is seldom seen without her badge, which is solid gold, the gift of the firemen, and which carries an inscription on the back from the fire commissioner.

The appointment was bestowed on Miss Mayhew as a tribute for the splendid help she had given the firemen in swelling their pension fund on two occasions. Should New Rochelle become a portion of New York City, as it is expected to do in a couple of years, the salary carried with the appointment will be \$2500.

The day after Chief Mayhew's installation, which took place with considerable ceremony, a big ice plant caught fire and the new chief was regularly notified and answered the call in her machine, which she is having repainted bright red and lettered with N. R. F. D. On the trip Tuesday Chief Holden took Chief Mayhew and her husband, Billie Taylor, to visit the Irvington bungalow station, the only one of the sort in the country, the Portland Heights station, as well as engine houses Nos. 4, 17 and 13 and the new fire boat David Campbell, which Chief Mayhew says is larger, with one exception, than any New York has.

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Meeting of the Fire Commission.

Roll Call. All present.

Mayor Rolph and Assistant City Attorney Nourse in attendance.

The following recommendations by the Administrative Committee were approved:

From John T. Nourse, attorney, calling attention to the injunction against this Board restraining it from making appointments until three names are certified. Filed.

From John B. Kenny, hoseman engine 9, requesting a leave of absence, without pay, for 15 days, commencing Sept. 9, with permission to leave the state, for the purpose of visiting relatives in Nevada. Granted.

From the chief engineer, reporting having assigned probationary members to various companies as follows: Thos. R. V. Kragen, hoseman, to engine 29, Aug. 1; Walter Daniel Griffin, hoseman, to engine 22, Aug. 1; Frank F. Stumpf, truckman, to truck 12, Aug. 1; Geo. R. Wheeler, truckman, to truck 5, Aug. 1; Daniel Feeney, truckman, to truck 12, Aug. 1; Daniel H. Farley, engineer, to engine 17, Aug. 16. Filed.

From E. H. McKittrick, driver chemical 11, requesting a leave of absence, without pay, for 30 days, commencing Sept. 5. Granted.

From A. Katich, submitting a complaint against Chas. Shay, hoseman engine 12, for failure to pay a debt owing him of \$96.60. Mr. Shay appeared before your committee, and the committee is satisfied that he owes the amount as stated, and upon Mr. Shay agreeing to pay \$10 on account on the 1st of September and a similar amount on the 1st of October and \$20 each month thereafter until the claim is liquidated, all of which was satisfactory to Mr. Katich, it is recommended that said complaint be dismissed.

From the Bay Cities Photo Company, 1104 Fulton street, asking permission to make a panoramic photograph of each fire house in the city with apparatus and men in front of the houses. Recommend that the matter be taken up by said company with the captains of the various companies and that it be left to the discretion of the captains as to whether the pictures can be taken as requested.

From Acting Battalion Chief Matheson, district 7, submitting a complaint against T. Gilchrist, truckman truck 7, for using disrespectful language to Acting Captain M. Spellman on July 27. Your committee made an investigation of the above matter and is satisfied that Mr. Gilchrist has been guilty of insubordination and therefore recommends that he be fined three days' pay.

From the chief engineer, recommending that the old style Dregger smoke helmets now in use in the department of the one-hour type capacity be replaced with new style helmets of the two-hour capacity type. Approved.

The following new business was acted upon: Resolution temporarily appointing James F. Cosgrove watchman in the department for a period commencing Aug. 21 and ending Aug. 31. Adopted.

From the chief engineer, requesting that immediate steps be taken for the purchase of

hose and motor-driven apparatus for the department for the present fiscal year. Laid over until Wednesday 8 p. m.

Receiving of bids for furnishing three each of 65-foot and 50-foot trussed extension ladders for use in the department. Bids opened and laid over one week.

From John Leckie, hoseman engine 6, requesting action on his certification to the rank of lieutenant in the department, made in March, 1913. Laid over.

From John F. Meacham, lieutenant truck 6, requesting action on his certification to the rank of captain in the department, made in March, 1913. Laid over.

From the Civil Service Commission, certifying Edward J. Skelly for appointment as battalion chief.

From the Civil Service Commission, certifying Wm. J. Conniff for appointment as captain; Allen Matlock as captain; John F. Meacham as captain; John H. Leckie as lieutenant; Edward P. Courtney as lieutenant; Frederick J. Bowlen as lieutenant.

From the chief engineer, requesting that the Civil Service Commission be requested to certify eligibles for appointment to the position of engineer of steam fire engines in the department. Approved.

Mayor Rolph addressed the Board in regard to filling the vacancies in the department and offered to arrange a conference between the Fire and Civil Service Commissions.

Attorney Nourse stated that the Fire Commission could not make appointments to fill the vacancies until the Civil Service Commission certified three names for each position, and it looked very much as if the Civil Service Commission had been guilty of contempt in not so doing.

Portland (Ore.) Fire News.

[Special Correspondence.]

Engine 21 unloaded three of her crew at the turn from Stark street to Sixth in responding to an alarm. Hoseman Bradford's excellent grip saved him from taking the spill. The boys who were unloaded were Hosemen Hay, Wynett and Savoy. Hay received a nasty scalp wound and the other two were badly bruised. The wagon stopped long enough to pick up the wounded, then responded to the alarm. The fire was in an express wagon loaded with household goods. Chemical 1 did the honors.

The count of the referendum vote taken to decide what disposal was to be made of the Widows' and Orphans' and Mutual Aid fund was as follows: Plan 1, 161 votes; plan 2, 6 votes; plan 3, 43 votes; plan 4, 21 votes. Plan 1 carried with a majority of 91 votes. 231 votes were cast. An amendment, to carry, must have a majority of the total vote cast. Plan 1 is to return to the members all dues and initiation fees paid in and turn the balance into the Pension Fund.

The Oregon City Woolen Mills Company gave each member of the Band a gray flannel shirt, to be used as an undress uniform shirt on their trip. The Woolen Mills Company was thanked by the boys and will be thanked

many a time during the trip when the comfort of the light weight, soft collar shirt becomes apparent.

The fireboat Campbell did fine work at a fire which destroyed \$25,000 worth of property and threatened the destruction of the plants of the West Side Lumber Company and the Portland Lumber Company. The fire was reported from the fireboat watch tower and the boat responded immediately and had no trouble getting water.

Gresham, Ore.—At a special meeting of the local volunteer fire department last week a committee was appointed to present a petition to the council asking that the city pay hospital fees and doctor bills for injuries sustained by firemen while on duty. The same petition has been presented to the council before but definite action has never been taken.

The band concert given at the Armory last week by the combined Fire and Police Department bands was a great success. The Ad Club Quartet were recalled several times. Their last encore was a hit. They responded wearing helmets and firemen's caps. "I want to thank every one of those people most sincerely for their assistance," said Battalion Chief Jay W. Stevens, the manager of the band, and to whom the success of the concert is due. "Without them our concert would not have been half the success it was. When we get to New York and are enjoying ourselves to the utmost, we will not forget our friends."

A total of \$3500 was realized from the concert, but this amount is not sufficient to meet the expenses of the trip and it is likely that a delegation of business men who realize the advertising value of the trip to New York to attend the International Convention of Fire Chiefs will assist in raising the balance needed. The band will leave Aug. 27.

Ashland, Ore. The city fire department, heretofore a volunteer one and divorced from actual municipal control, has been made by ordinance a paid organization in view of the introduction of the auto fire truck. Hereafter there will be a fire chief and an assistant, each to receive \$75 per month. Four additional men will also be at the department's service, and these will be paid for the actual time worked while fighting fires. A day off will be occasionally allowed the two chief officials, otherwise they are compelled to be on duty day and night.

For Flowers for all occasions call up Mission 5988. J. J. O'Connor, 2756 Mission Street.

The fire departments of Oakland, Pittsburg, Antioch, Richmond and Martinez were called upon last Tuesday night to fight a million dollar fire at Bay Point.

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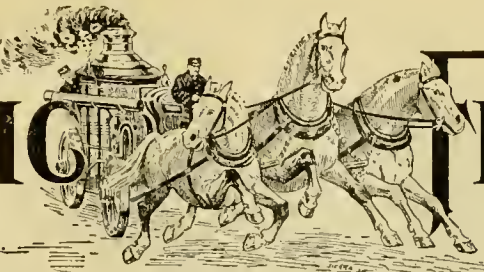
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SAN FRANCISCO

PACIFIC FIREMAN



VOL. X.—NO. 42

SAN FRANCISCO, SATURDAY, SEPTEMBER 6, 1913.

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Pacific Coast Chiefs in Convention.

(Continued.)

Chief A. J. Eley of Los Angeles was elected president of the Pacific Coast Fire Chiefs' Association at an extra session held in the City Council chambers Wednesday night. Chief J. J. Marsh of Bellingham was elected first vice-president, Chief George McAlevy of Tacoma, treasurer, and Fire Marshal Harry W. Bringhurst of Seattle was re-elected secretary, a position he has held several times since his first election to the post in 1898.

The next convention will be held in 1914 at Victoria, B. C.

The following were elected state vice-presidents:

Alberta—T. G. Lauder, Edmonton.

British Columbia—J. A. Findlay, North Vancouver.

California—George E. Wallace, Modesto.

Idaho—J. H. O'Rourke, Coeur d'Alene.

Montana—E. F. Loffnes, Missoula.

Oregon—D. F. Keating, Marshfield.

Washington—A. B. Hendrie, Snohomish.

It was decided to arrange the dates of the next convention to allow plenty of time for those chiefs who will go from Victoria to the next national convention, as several are doing this year.

The chief topics of Wednesday's discussions were heights and areas of buildings, and the construction of chimneys. It seemed to be the consensus of opinion among the chiefs of the larger cities that sky-scrapers are hopeless as far as fire protection is

concerned unless they are equipped with adequate automatic sprinkling devices. Chief F. L. Stetson of Seattle said that should a fire break out in one of the upper floors of the new 42-story Smith building there, he trusted it would burn down to where his firemen could reach it. An able paper on the subject was read by Fire Marshal Bringhurst of Seattle, secretary of the convention.

"Two of the most important branches of the study of fire prevention are those relating to the hazards of heights and areas," said Mr. Bringhurst. "It cannot be said that either has kept pace with advanced ideas in construction, for in every city are buildings which stand as proof that the contrary is true. Very little consideration has been given to the conservative advice of those who viewed these subjects in the light of experience. Tall buildings are regarded as such valuable advertisements that any city will welcome and encourage the man who desires to erect one, and we need not be surprised if it changes the building ordinance to suit his pleasure.

"Fortunately, the excessively tall buildings are as yet used only for office purposes and are therefore cut up into small rooms. Their contents, while combustible, are well distributed and do not make fires that get beyond the firemen's control. Since our 42-story building was started, our council has determined to submit for a charter amendment a limit of 200 feet for the height of all buildings hereafter erected. One hundred and fifty or even 100 feet would be better. As

for areas, all building ordinances should classify more on heights from the ground and upon possible occupancies."

Mr. Bringhurst urged the use of basement pipes for quenching fires in the first floors of buildings. He said he and Chief Stetson did not hold them superior to sprinklers, but very effective for killing basement blazes when a start might mean the shooting of flames up an elevator shaft or stairway to other floors.

The matter of proper fire escapes was discussed at Thursday morning's session.

Chief Otterson, Napa, Cal., described an inclosed device now in use in an insane asylum in his city. During a recent experiment, Chief Otterson said, 1500 inmates left the building in two minutes and twenty-five seconds. The escape is constructed inside the building and is a spiral chute.

Chief Long then protested against the existing state fire escape laws, which, he declared, were a hardship on the proprietor of the small hotel. He said the requirements of the state hotel inspector are for an escape too elaborate for the small hotel man. As soon as Chief Long closed his remarks Chief Otterson sprang to his feet and in a loud voice declared that fire escapes could not be constructed too elaborately.

"My mother and my brother were burned to death in a Seattle hotel fire just because the building was not equipped with proper escapes. We are here to devise means of public safety and not to form plans to save

hotel men money. They are all out for the dollar. If they had their way they would leave fire escapes out of the question altogether. The escapes cannot be too elaborate. The poorer the construction of the house, the better the escapes should be."

There was a momentary catch in Chief Otterson's voice as he spoke of the disaster which overcame his family, and all of the delegates were visibly affected. When he resumed his seat he was applauded for several minutes.

The convention then went on record as endorsing the enclosed style of fire escape.

Chief Long cast his vote on the affirmative side with the rest of the delegates and the motion passed unanimously.

Discussion and apparent general advocacy of high pressure water systems for fighting fire formed the principal topic at the afternoon session.

The salt water main system and high pressure topic was introduced by Chief Geo. A. Hubbard of Venice, Cal., who told of the salt water system in that city. Chief Nittinger of Santa Monica, Cal., followed with a description of the disastrous fire at that town which was checked by the salt water system of Venice.

Chief F. L. Stetson of Seattle asked as to the efficiency of salt water streams, and told of the present water system and reservoirs in Seattle.

Chief Shrewsbury of Long Beach, Cal., told about the plans of that place, which is about to hold a bond election for a high pressure system.

Chief Short of Oakland, Cal., told of the salt water system there and said that salt water was more efficient than fresh in fighting fires, but damaged goods more.

Chief Culver of Raymond, Wash., told of the system there.

The question of durability of pipes carrying salt water then arose, it being supposed that salt water corrodes the pipes so that their life is short.

Chief Hubbard of Venice said the pipes laid there in 1905 are still in use and in excellent condition. He also said that it had been proved so far that the high pressure system meant an annual saving of \$6000 a year over

the use of steam fire engines and a saving of \$2400 over auto engines.

A communication was received from the National Board of Underwriters requesting that the chiefs consider the question of chimneys. To bring the question before the convention, it was moved that it be the sense of the convention that a chimney of four inches thickness of brick with a suitable terra cotta lining be fixed as standard. This brought about a great deal of discussion and recitals of experiences, various chiefs speaking of the common thickness of chimney walls and local regulations. The motion carried.

Proper legislation for cleaning and dyeing establishments and methods of regulating the storage of gasoline were discussed in a paper written by Harry C. Cantler, Tacoma fire marshal. Mr. Cantler illustrated a talk following the fire Wednesday in the Clinton block, caused by a Japanese pressing a coat which had been cleaned with gasoline contrary to warning given him because he had not followed the city ordinance of having his gasoline tank buried underground.

The secretary read a paper on "Fire Escapes," written by Chief Thomas Baird of Fresno, and another by ex-Chief E. B. Raymond of Olympia on "Fire Prevention as the Public Sees It."

Pasadena Annual Report.

A. M. Clifford, chief of the Pasadena (Cal.) Fire Department, reports that the number of fires during the fiscal year ending June 30th were 147, with a total fire loss amounting to \$43,515. The value of the property at risk was \$1,657,340, which was covered by insurance amounting to \$801,975. The inventory of the property of the department shows the value of engine houses and lots to be \$61,000; equipment, \$61,400; fire alarm system, \$12,000 and hydrants, \$19,000. The city has decided to advertise for bids for one aerial auto truck and two auto combination chemical and hose wagons. The two new auto combinations are expected to cost approximately \$5,000 each, while the cost of the aerial ladder truck will probably be about \$10,000.

Fire Prevention by Legislation.

Any plan for preventing loss of life in burning buildings that does not provide for the extinguishment of all fires as soon as discovered, regardless of the height of a building, is absolutely worthless. Making "stoves" of buildings by constructing them of fireproof materials will not remove the danger from fire to the occupants, or to their contents when combustible. The most important factors of the fire problem of the present day are the large undivided floors of workrooms and the presence of combustible materials to feed fires. If small fire areas are not made compulsory by law, the only positive safeguard against loss of life and property is complete equipment for extinguishing fires before they have a chance to spread.—Insurance Field.

Fire Protection at Exposition Grounds.

Chief Murphy has written a letter to C. C. Moore, president of the Panama-Pacific International Exposition, calling attention to defects in the plans for fire protection in the grounds.

There are eight 40-gallon "Badger" chemical engines distributed about the grounds, each equipped with fifty feet of $\frac{3}{4}$ hose. Three auxiliary fire alarm boxes in the Service Building are connected by telephone to all parts of the grounds. There are twenty-four "Badger" 2½-gallon extinguishers in the Service Building and six hose reels, each of the latter equipped with 50 feet of 1½-inch linen fire hose, connected to Spring Valley Water Company mains with a pressure of seventy pounds.

The low pressure water mains are now being laid about the grounds. As fast as a section is completed it is filled with water and available for use of the fire department.

Two thousand feet of hose in two of the San Francisco Fire Department wagons are kept on the grounds in case of need, and one horse-drawn chemical and crew are housed on the grounds.

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Alcazar Theatre.

The Alcazar's production of "Madame Sherry" is announced to run a second week, with an extra matinee Tuesday (Admission Day) and the advance sale of seats presages another series of crowded audiences. For this the responsibility is evenly divided between the fame of the comedy itself and the excellence of its interpretation by Ralph Herz, Maude Amber and their stage associates. The augmented orchestra has contributed in no small degree to the entire success. Mr. Herz as Theophilus Sherry has exceeded the most sanguine expectation of those who were prepared to greet a fun-maker. Miss Amber's former popularity has been renewed by her impersonation of the Irish housekeeper in "Madame Sherry," and the reception tendered to her at each performance is spontaneous and enthusiastic. That Louise Brownell's long absence from this city did not lessen her in favoritism has been demonstrated applaudively. The other principals — Louis Meredith, Laura Vail, Bobby Woolsey, Clarence Lydston and Bert Wesner deserve all the nice things that have been said about them by press and public.

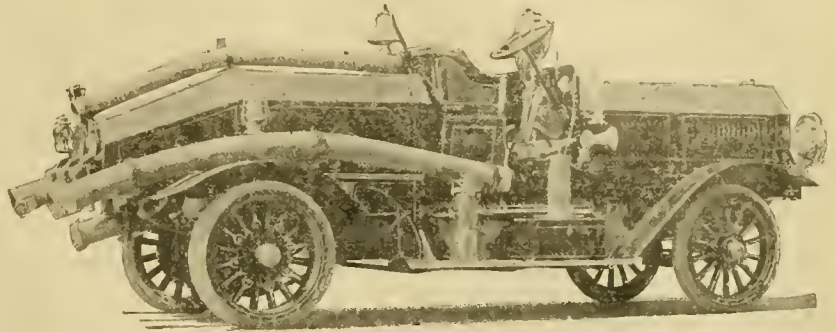
Empress Theatre.

Beginning next Sunday afternoon Sullivan & Considine announce "The Girls and The Jockey," with R. N. Cory, Vincent Erne and eight people in the cast, most of whom are southern beauties. Ben Ryan and Henrietta Lee, "The Somewhat Different Mirthmakers;" Mae Francis, the girl who made Philadelphia sit up and take notice; "The Sunshine Girl," a dainty miss with a sweet and pleasing contralto voice and wearing gorgeous gowns, making five changes of costume; two black face comedians, Evans and Vidocq; a genuine novelty called "Paint-o-graph Spectacle," presented by The Lelands; Walker and Ill present a pretty little playlet entitled "Just a Girl; Frederick L. Gerke & Co. present "One Christmas Eve," a dramatic sketch; the S. & C scope and the Empress Special Motion Pictures of the patrons complete an excellent bill.

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8 San Diego	1 " " " "		

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gress of March 3, 1879.

Motor Hook and Ladder Trucks for the N. Y. Fire Department.

A recent issue of "The Chief" a New York weekly published in the interests of the public service, contains the following paragraph relative to gasoline motor two-wheel front drive aerial turntable hook and ladder trucks that will within the near future be added to the fire-fighting equipment of that city.

"Chief of Construction Denarest went to Elmira last week and gave one of the new auto trucks a test. He recommended a few small changes which the American-La France Company, who are making the trucks, will comply with. These trucks are the first straight gasmotor driven trucks in the department. Two are expected by Sept. 26, twelve about Nov. 1st."

In all there are to be twenty-five pieces of this apparatus furnished by the American-La France Company to New York City. The same concern has recently completed delivery of 28 second size Metropolitan steam fire engines in the same customer, each equipped with gasoline motor two-wheel front drive.

Fire Chiefs and Fire Losses.

It isn't the fault of the fire chiefs that the fire losses of the United States are several times as great per capita as they are in Europe. It is admitted that the fire departments of this country are far superior in speed and equipment to those of Europe. Our heavy per capita losses are due to temporary construction and to national carelessness. We have so much and get wealth so easily that we do not conserve what we have as they do in Europe. Of course, a good deal of the loss is due to the fact that in pioneering we put up structures that are not fireproof or anywhere near that condition.

The efficiency of our fire departments is high. The men are finely trained and are assisted with modern appliances. They are transported in fires with a rapidity that startles European visitors. But, with all that, our losses per capita are so far in excess of those of Europe that we may well give the closest attention to the counsel of the fire chiefs lately in session in Tacoma on ways to prevent fires and reduce the enormous losses. —Tacoma Ledger.

Department of Public Safety.

DAYTON, OHIO, Aug. 25, 1913.

Mr. George F. Brown, Captain Engine Co. No. 39, 2136
Geary St., San Francisco, Cal.

Dear Sir:—His Honor, the Mayor, the Director of Safety Mays Dodds and myself have just recently completed the final apportionment of funds contributed for the relief of Dayton firemen who sustained losses in the recent flood in our city.

Through the generosity of members of various fire departments, or their kindred organizations throughout the United States, they were able to recoup nearly twenty per cent of their losses.

It is indeed most gratifying that there should be a bond of friendship, a bond of affection between firemen, whether they live in the same city or in different cities. Putting flowers on the grave shows to the world your regard for a friend, but to aid a comrade in distress we create for ourselves a memorial that will be lasting.

In conclusion, permit me, on behalf of the members of our department to extend to the members of the Widows' and Orphans' and Mutual aid Associations of your department our sincerest gratitude for their noble sacrifices in contributing to our aid, the memory of their faithfulness to us during distress will always be sweet to cherish.

With the kindest wishes for the future prosperity of your association and the members of the San Francisco department in general in every good thing, I remain,

Yours very truly,

FRANK B. RAMBY,
Chief Fire Dept.

Nothing But Carelessness.

Hayashi, a Japanese, was pressing a coat. Unaware of the fact that the coat had matches in one pocket, he let his hot iron rest upon the pocket a moment. There was a flash of flame as the matches were ignited and the gasoline-covered garments caught fire. The flames shot into Hayashi's face burning him frightfully. Instead of running, the Japanese, partially blinded, attempted to beat the fire out. He threw the coat on the floor and jumped on it. Pieces of burning cloth were scattered in all directions. One tiny, flaming piece fell into a large gasoline tank. Instantly there was a terrific explosion and Hayashi was thrown to the floor. He was lying, partially stunned, on the floor of the burning room when other Japanese workers, attracted by the explosion, found him.

The injured man was carried to a nearby drug store and his wounds temporarily dressed.

When the gasoline tank exploded gasoline was thrown against the side of the adjoining buildings. Instantly flames reached the gasoline-covered sections of both frame structures. Before the fire apparatus arrived, the flames had spread to all sections of the two buildings.

Three lines of hose were run to the rear and one in front. In less than 20 minutes the fire was under control, but had caused a loss of \$40,000.

Fire Department Items.

[From Our Exchanges.]

Lodi, Cal., has received a new combination auto chemical engine.

The Salt Lake City Commission has agreed to an increase of salaries in the fire department.

Huntington Beach.—Election will be held soon to vote bonds, which will include \$5000 for up-to-date equipment.

Santa Ana.—Special election will be held September 12 for voting \$12,000 for equipping the fire department with an auto fire wagon.

Colfax, Wash., has added to its fire-fighting apparatus. An auto fire truck is to be installed and also an automatic fire alarm whistle.

Sawtelle.—A 50-horsepower chassis has been secured and fitted up to carry chemical tank, ladders, axes, ceiling hooks and 1000 feet of hose.

The City Council of Colfax, Wash., has decided to install modern fire apparatus. It will immediately purchase an auto fire truck and other equipment.

The new fire truck ordered for the Vancouver Fire Department was tested recently. The engine pumped 300 gallons per minute thro' 1000 ft. of hose. The truck weighs six and one-half tons and can develop 129 horsepower with a speed of forty miles an hour.

The firemen's band of Portland is at New York City, attending the fire chiefs' convention being held there. On the way East the band stopped at various cities and gave public concerts. Chief Dowell of the Portland Fire Department is also attending the convention.

The Los Angeles Firemen's Relief Association has a membership of 357 with \$8,457.41 in the treasury. A special election was held July 19 which resulted in discontinuing the association physician and increasing the funeral benefit. The Los Angeles Needy Widows' and Orphans' Fund has a balance on hand of \$4,638.05.

The Los Angeles Fire Commission has ended a dispute of many months' standing, by requiring that a new examination should be held for the position of superintendent of the fire alarm and police telegraph systems, and the date has been fixed for September. It will be recalled that Paul J. Ost of San Francisco headed the list at the former examination, but that the city council has repeatedly refused to appoint him, there being some dispute on technicalities. The commission announces that Ost will be permitted to take the present examination if he sees fit.

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Meeting of the Fire Commission.

The following recommendations by the Administrative Committee were approved:

From the chief engineer, stating that Mr. Buckley had been detailed from the city engineer's office to the corporation yard to prepare drawings on the proposed construction of the water towers. Filed.

From A. Isaacs, lieutenant engine 5, requesting a leave of absence for 15 days, with pay, commencing Sept. 1, with permission to leave the city, on account of sickness. Granted.

From A. Engleke, captain engine 12, requesting a leave of absence, with pay, for 30 days, commencing Sept. 1, with permission to leave the city, on account of sickness. Granted.

From Battalion Chief George Bailey, submitting complaint against George Wheeler, truckman truck 5, for sleeping in on a still alarm. Your committee made an investigation of this matter and is satisfied that Mr. Wheeler missed the above mentioned alarm on account of illness and therefore recommends that the complaint be dismissed.

From Battalion Chief W. A. Cook, district 10, submitting report of Captain Wm. Danehy, fireboat 1, to the effect that he was not notified of a fire burning across the bay by the members of his company who were on watch at the time. Your committee made an investigation of this matter and thought it unnecessary from the evidence adduced to do other than admonish the members of the company concerned to be more careful in the future.

From Acting Battalion Chief Jos. Capelli, district 5, reporting death of a horse while responding to an alarm. Filed.

From the chief engineer, submitting a report of Wm. J. Hensley, truck 3, regarding an injury received by Truckman T. Henneberry on August 3rd last, and subject neglect to enter the same in the company journal. Your committee made an investigation of this matter and does not think it necessary to do other than admonish the officers to be more careful in the future in the management of their house.

From Battalion Chief J. J. Conlon, submitting a report on the failure of Lieutenant J. F. Meacham to report back promptly at the expiration of his meal hour. Lieutenant Meacham appeared before your committee and admitted that he was one hour and 55 minutes late in reporting back to his company after his meal hour, and your committee request that the matter refer back to the Administrative Committee Sept. 11.

From Harry Loughran, hoseman engine 37, requesting that he be granted a leave of absence, without pay, for 15 days, commencing October 1st, with permission to leave the state. Granted.

UNFINISHED BUSINESS.

Consideration of bids for one or more motor-driven gasoline tractors. Contract awarded to American La France Fire Engine Company. Price \$5,150.

Consideration of bids for furnishing, constructing and installing a complete electric starter and lighting system for automobile 9. Contract awarded to Guarantee Battery Co. Price \$411.70.

Specifications for auto hose wagons, tractors and squad wagons were adopted and bids called for.

Pacific Coast Fire Chiefs in Session.

CONVENTION NOTES.

Chief Eley left Thursday for New York to attend the National Convention of Fire Chiefs, and will visit the works of the American-La France Fire Engine Company at Elmira, New York.

Secretary Harry Bringham, Fire Marshal of Seattle, was presented with a handsome traveling bag by the delegates as a token of their appreciation of his long services for the association.

The fire chiefs installation was no pink tea party, but it might have been a suffragets' meeting in London. It consisted mainly of two men leading the new officer by the arm about the room twice while the onlookers vigorously tried to stamp down the city hall floor and clapped calloused hands together until it seemed like the staccato notes of an auto's engine.

Even Secretary Harry Bringham was yanked up from his chair and forced to take the "walk." Fire Chief McAlevy of Tacoma, the treasurer, did not get off so easy. Four men grabbed the heavy victim by the shoulders and legs and carried him twice around the room, while the chiefs emphasized their approval.

Chief D. Walsh of Santa Clara, Cal., was singled out as the "goat" for the sacrifice. The lights were put out and he was compelled to crawl around the table on his hands and knees.

On Wednesday Tacoma's \$11,000 gasoline pumping engine was taken to the city dock at Fifteenth street for a pumping demonstration after the afternoon session, and after the evening session a searchlight demonstration was given the chiefs by C. A. Taber of San Francisco.

Topics which are to be considered at next year's convention in Victoria were suggested before the meeting adjourned as follows:

Revival of persons who are suffocated; revival of persons who are suffocated by gas; first aid for burned persons; wooden water mains; electrolysis; sky lights and elevators.

Resolutions were adopted on the deaths of Henry Smith, ex-chief of the Roslyn, Wash., fire department, who committed suicide May 9, 1913, and J. T. Woollomes, chief of the Whittier, Cal., department, who died in May; also thanking the various officials who had entertained the chiefs during their stay in Tacoma.

For Flowers for all occasions call up Mission 5988. J. J. O'Connor, 2756 Mission Street.

Our usual Portland letter failed to arrive this week.

International Association Fire Engineers

As we go to press the chiefs are in session in New York City. The Fireman's Herald of August 30th, introduces to us seventy past and present chiefs who have helped to make the organization what it is to-day. The program, as prepared, follows, and inasmuch as Commissioner Johnson has at his command \$35,000 to entertain the visitors to this convention, it promises to be a record breaker in more ways than one.

TOPICS FOR DISCUSSION.

Motor Apparatus, its durability, efficiency and economy of operation—Chief A. V. Bennett, Birmingham, Alabama.

Fire insurance and its relation to incendiarism—Chief John Kenlon of New York; Commissioner Joseph Johnson, New York; Frank Lock, Manager Atlas Insurance Company, Ltd., New York.

British Motor Fire Engines—Arthur Reginald Dyer, Assistant Chief, Fire Brigade, London, England.

Fire Prevention and Uniform State Fire Marshal Laws—Thos. J. Ahearn, State Fire Marshal, Albany, N. Y.

The Gasoline Motor Pumping Engine, its defects and cost of operation and maintenance—Charles S. Demarest, Chief of Construction, Fire Department, New York.

Inspection of Buildings and Contents, by Uniformed Members of Fire Departments—Chief H. C. Bunker, Cincinnati, Ohio; Commissioner W. N. Cash, Cincinnati, Ohio.

The Two Platoon—Chief F. L. Stetson, Seattle, Wash.; Chief John C. Egner, Kansas City, Mo.; Chief Charles A. Salter, Omaha, Neb.

Santa Ana will purchase fire apparatus.

San Leandro is taking of purchasing up-to-date fire apparatus.

Napa is talking of calling a bond election for the purchase of an auto fire engine.

King City, Cal., received bids for a hook and ladder truck for the fire department.

Gilroy, Cal., will purchase a motor-propelled combination chemical engine and hose wagon.

Pasadena will purchase an aerial motor truck and two automobile chemical fire engines.

The good showing made by the Spokane Fire Department in building its new automobile equipment, in which about \$2500 was saved on the cost of one machine, has led the city council to increase the pay of several of the mechanics in the department.

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SAN FRANCISCO

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PACIFIC FIREMAN



VOL. X.—NO. 43

SAN FRANCISCO, SATURDAY, SEPTEMBER 13, 1913.

Single Copies 5 Cents

WHO WILL BE THE FIRST "FINNEGAN."

When Chief Stetson of Seattle told the chiefs in convention at Tacoma that in case a fire broke out in the 42-story building in Seattle he trusted it would burn down to where his firemen could reach it, he evidently had not read the story of "Finnegan," by John A. Moroso, in American Magazine. The entire story is interesting, but particularly so is the following:

The fire chief ordered a sixty-foot aerial ladder sent up from the heaviest of his modern trucks. The tip of this ladder was thrown to one side of a window on the sixth floor.

"Is Finnegan here?" asked the chief.

A well-knotted little man, with a face of tight parchment and eyes that were like two new agates, small and bright, stepped from the crowd.

"Peel off, Finnegan," the chief ordered.

The little man slipped from his coat, turned his helmet as he looked aloft and saw the burning jets at the windows and then, as he took a second glance and measured the great stretch upward that he would have to climb, he squatted in the watery highway and yanked off his boots.

A great hank of thin but strong rope had been secured and this Finnegan made fast about his waist. The only other thing he would take aloft with him was a big jack-knife, which was made fast to his belt with a stout bit of twine.

Two men ran up the sixty-foot aerial, each taking a scaling ladder. At the third rung from the top the first of these men pushed up his ladder to

its full length and then smashed it over the sill of a window on the seventh floor. He pulled it far over to the right hand corner and crowded over to one side of the aerial as Finnegan came scampering up like a monkey. It was a one-man job.

A giant searchlight blazed the way for the little Irishman, who seemed like a fly sticking to the wall as he paused at the top of his first ladder and began shoving the second above him.

The firemen below held their breath as they saw the top ladder's hook take a grip on the window of the eighth floor. Finnegan did not move until the gas jet of the seventh story window flickered and drew in. Then he scrambled upward with the agility of a trick performer, which he was. He was obscured for a moment when a great puff of blue flame shot from the window, but the watching firemen saw the lower ladder moving upward and they knew that he was safe and still working.

Could he make it? Could he clear each window between the eighth and the twenty-fifth floors? Would his tight little muscles, would his lungs, his nerve, his luck hold out over that long, fire-belted, perpendicular stretch?

Finnegan passed the twelfth floor. Eight times he had watched his chance and had scurried across the windows of hell. His helmet did not shine so brightly as it did at his start. He was passing the zone of efficiency of the searchlight, as he had long passed the field of operations of the other tools of the men of his craft. The chief

never lowered his head. With a pair of night glasses he watched every move of hand and foot, every bend of the swaying scaling ladders, and when one of them swung with the increasing wind he found himself running over in his mind little prayers for aid and comfort that he had thought lost with a forgotten childhood.

The foreman of the net crew stood beside the chief waiting a word that would throw his men into position with taut muscles and wide-apart legs.

"He is between the fifteenth and twentieth floors," the chief announced, finally. "He is resting. There is smoke coming from the top of the ladder on the twentieth. He can't rest long."

Five seconds had been enough for Finnegan, but when he made the next floor the chief saw that the second ladder he was hauling after him was blazing. This menacing little tongue of flame was made all the more distinct because of the fact that the searchlight rays were now very faint.

Finnegan managed to put out the fire on his scaling ladder. He smudged it with hands that were covered with callouses from hard work until they were as if gloved with horn. He reached the twenty-second floor, when again the charred scaling ladder took fire. This time he lost a good two feet of it before he could beat out the flame. At the twenty-third floor he was again compelled to stop to rest; again the ladder caught fire and again he put it out. The original eighteen-foot length of the ladder was now cut to fifteen, leaving him barely enough to reach the window above on the twenty-

fourth floor. He still had the full length of the other ladder, although it, too, was charred at one end.

Five minutes, full of the agony of suspense, and then there came from the dry lips of the chief a cry that was half a curse. It was the signal to the foreman of the net crew.

Thirty of the most powerful men in the department sprang into position in a circle. The net drew taut.

Finnegan had reached a point just under the sill of the twenty-fourth floor and was groping for the twenty-fifth with his charred and burned scaling ladder. He could not reach it. He was trapped upon the wall.

Below the little Irishman was the great city of New York stretching in a panorama of lights. He could not look straight downward because of the gas fumes, from which he protected himself, as best he could, by breathing in the crook of his right arm. The burned ladder he had hooked to one of the crosspieces of the one he had in place above him on the twenty-fourth floor window sill. He would hold it in reserve. If his iron hook melted and began to sag too dangerously he would use the fragment of the other ladder to hang to for a while longer.

He looked upward to see how his iron hook was holding against the heat pouring over the fireproof sill. Something strange caught his eye. A thin black object was dangling toward him from above, dodging the gas sheets as they shot from the window. He was getting help from above—from the twenty-fifth floor. There was something doing for Finnegan.

"Let it come! I gotcha, Steve!" he shouted at the top of his voice.

He unloosened the stout rope about his waist, made one end fast under his armpits and reached for the black object that was being dangled to him. He caught it and found it a homemade cord, fashioned of silks and ribbons and strips of wool and cotton, a pretty enough thing for the halter of a halibut perhaps, but not strong enough for a fireman's workout body. He had become skilled in watching and playing against the dangers of gas-filled windows, and he managed to get his rope tied to the patchwork cord without having either burned. He gave a

shout and the cord and rope were hauled until they were taut.

Finnegan would have tried to scale the thin rope hand over hand, but every living thread in his body ached. Suddenly he felt a tug under his shoulders and his feet left the scaling ladder. His helmet, reversed, covered his face. He held his breath as he swept upward through the flame. Then a black curtain dropped over his eyes.

When he awakened he found himself in a room crowded with men.

"What's the matter?" he asked, sitting up.

The room was filled with gas and he was choking.

"Shut that door," he ordered. "It's the outside air that makes the gas take fire."

He scrambled to his feet.

A sensible working-fireman was in action.

"Shut every door and window on the windward side," he commanded.

"Leave just a little air come in on the leeward. Be quick. Where you got the women? On the top floors? All right. Do the same thing up there, but do it in a hurry. This gas will burn out down below. Have you cut off the ventilators? No? All you men get busy and cut 'em off. Keep your eye on that rope for me. I'll take a look."

Finnegan found half of the elevator shafts covered with roughly fashioned bulkheads and keeping back the smoke and fumes. Office furniture, books, rugs, carpets had been used for this. Blake, the superintendent, who had directed this work, was at his elbow.

"Come," said Finnegan, hurrying back to the room into which he had been drawn. "Write me a note—I don't spell much and when I do spell nobody can get me."

Blake was ready with pencil and paper in a second.

"Send up block and fall and one ax in a hurry," Finnegan dictated. "Keep rope clear of windows. Get mattresses, bedding, boards to cut off elevator shafts from gas. Then we're all right.—Finnegan."

The quick eyes of the fireman saw a long curtain pole stretched between two rooms of the office suite. He

jumped for it and tore it free of its fastenings. With one of the rings he made a simple pulley attachment and through this passed the thin rope he had brought with him.

Blake had put the message in a book and had made the book fast to the free end. Finnegan then put his curtain pole over the sill and extended it as far as he could away from the windows and to one side. Down shot the message.

In a short while he got a signal from below. It meant for him to pull away. With quick, steady strokes he and a dozen men drew in the line.

Finnegan grabbed the ax as he would have grabbed a brother—he had thought dead. With muscles, a clear head, a piece of steel well tempered, and a tough bit of wood with which to wield his steel, a fireman can tackle any phase of his enemy's fury. He found a massive director's table in one of the offices. It was built of black oak. He knew the strength of English oak, and from this elegant piece of nonsense he cut a beam that would replace the curtain pole. To one end of this beam he soon had his block and fall made fast, and in a few minutes his thin rope was replaced with a thin steel hawser.

When the earth end of this appeared at the window on the twenty-fifth floor it brought the chief in self with a supply of boards and materials for making bulkheads.

He had requisitioned from the wholesale houses hundreds of horse blankets, bales of felt material and other stuff of the trade that would serve the needed purpose. Better still, once he was sure of the sturdiness of the overhanging oak piece and its fastenings, he could put in use a hastily rigged platform which would bring his men after him and, if necessity came, serve as a car for the rescue of the imprisoned.

"Where's Blake," asked the chief, when he landed safely inside the building.

"Here, Boss."

Finnegan pointed out his whilom amanuensis.

"Get busy with this stuff, and bulkhead the other shafts," ordered the chief. "I'm going to hitch a car to this block and fall and in ten minutes there'll be a company of men to help. I'm going for them."

Phone Merritt 4447

H. G. WILLIAMS

Agent Northern California for the

Phoenix Fire Appliance Co

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Alcazar Theatre.

Next Monday evening "Madame Sherry" enters its third consecutive week at the Alcazar. Responsibility is divided for this gratifying success. The merit of the comedy itself is famous, and its interpretation by Ralph Herz, Maude Amber, the Alcazar company and the specially-engaged artists is excellent, to say nothing of the effective choral and orchestral auxiliaries. "A two-dollar show for one dollar" is what the public pronounce the performance. Since the opening performance of "Madame Sherry" the principals in the cast have constantly strengthened the magnetism by adding brightness and dialogue and interpolating bits of "business" that enhance the humor of the action. Those who witnessed any of the earlier presentations could now repeat their visit and find abundance of savings and doings to laugh at which they did not hear or see before. Meantime rehearsals of "Miss Nobody from Starland," another musical comedy, will be continued daily until its predecessor is withdrawn.

Empress Theatre.

The feature offering for next week at the Empress, is the appearance of the Mirthful Mermaids, Miss Anna Norscraft, England's champion swimmer and diver, and Miss Helena Gundreau, America's perfect physical culture girl. May Ward, "Vaudeville's Live Wire Comedienne," will bring with her a new line of delightful songs, rendering them in her own inimitable manner. "His Nerve," a dramatic sketch necessitating four people, tells the story of a burglar of the Raffles type and an ordinary thief, both of whom have broken into the same house. Clark and McCullough, a duo of grotesque funsters, will chase dull care to its corner and keep it there. Klein Brothers, a couple of German comedians, will scramble the English language into unrecognizable bits. Thos! and Gertrude Kennedy, who won the prize waltz contest at the Madison Square Garden, will offer some classic and ball room dancing. The Essencescope and the Empress Motion Pictures showing the crowds entering the theatre will complete the bill.

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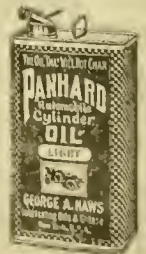
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gress of March 3, 1879.

International Association Fire Engineers

At 11:30 o'clock a. m. Monday, Sept. 1, the members of the association and many of the ladies accompanying them assembled in front of the Grand Central Palace and a group photograph was taken. They then marched inside to the convention hall.

President MGhee said: "The forty-first annual convention of the International Association of Fire Engineers will please come to order. It is very gratifying to the members of the association, and more particularly to the officers, to see such an immense crowd present. We think such an attendance will produce good results, and especially at this convention; where, thanks to the efforts of the Mayor, the Fire Commission, the chief of the fire department, so much has been so well done to provide instruction and entertainment. We like to see all present at our business meetings. That is what we are here for. Our cities pay our expenses to these conventions that we may gain knowledge of the best and most modern methods of fire prevention and extinguishment to the end that our departments at home may have the benefit thereof, and it is proper that every member should be in attendance on all business meetings."

The proceedings were opened by prayer by Chaplain Handel of the New York Fire Department. All present rose and stood during the invocation.

Chief Kenlon of New York City next spoke: "Mr. President, Ladies and Gentlemen, Members of the International Association of Fire Engineers.—As your president has said, it is very gratifying to us to see such a large attendance here this morning, and the more especially since the weather is not very good for being tied up in a hall. I always felt and knew, that most people, particularly most fire chiefs, were anxious at some time to come and see the city of New York and to look around its fire department. We have here this morning the administrative head of the New York Fire Department, Commissioner Johnson, a gentleman who has, I can truthfully say, done more to advance the business of fire prevention and fire fighting than any

other commissioner we have had during my twenty-seven years' service in the department. I now have the honor to introduce Commissioner Johnson."

Joseph Johnson, Fire Commissioner of the city of New York, said in part: "That this is a genuine welcome you will see before the week is over. We are going to try to entertain you as befits the metropolis of the western world, and as becomes the city which has the largest uniformed fire force in existence. We have not brought you here to teach you. Rather are we gathered here to learn from each other. That is to be the spirit of this week's assemblage of fire chiefs from the civilized nations of the earth. On behalf, thereof, of the Mayor of New York City, and in his stead, I offer you the key of our municipality, and with it goes the respect and admiration of the men you represent, who in every land are waging a battle that never ceases."

Advance Copies of Convention Papers.

The Fireman's Herald of August 30 says: "At Denver, last year, former Chief Loller of Youngstown, the president of the International Association of Fire Engineers, suggested that the incoming directors of the organization see whether it would not be possible to have I. A. F. E. technical papers printed and distributed to members at the convention, as is the practice of the National Fire Protection Association and other technical bodies. Although such a course would be rather an expensive one, it would, as Chief Loller pointed out, mean a more intelligent following of the various topics on which papers are read, and a more informing general discussion would result. So far as we know the directors did not take this subject up at all. Perhaps the convention might give the matter a few minutes' attention, as it is the truth that much of the value of these papers is lost because the members are not prepared to discuss them."

We heartily agree with the above and say further, that the PACIFIC FIREMAN will consider it a privilege to publish reports of importance and see that every chief on the Pacific coast gets a copy.

Memorial Services.

The following is the program of the memorial services of the International Association of Fire Engineers, at Aeolian hall, New York City, September 2nd, 1913:

Organ Prelude—Mr. Dion W. Kennedy.

Opening Prayer—Rev. Joseph P. Dineen.

Duet—Mrs. Robert H. Mainzer and Mrs. Charlotte Eldridge.

Address—Chief A. V. Bennett.

Solo—Mrs. Robert H. Mainzer.

Oration—Dr. J. C. Coyle.

Quartet—"Nearer My God To Thee." Miss Marie Stoddart, Miss Rose Bryant, Mr. Albert

Quesnel, Mr. Clifford Cairns.

Organ Postlude—Dead March from Saul.

Mr. Dion W. Kennedy.

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International Officers Elected.

The convention of the International Association of Fire Engineers was adjourned after a session Friday, Sept. 5. New Orleans was selected as the next convention city, and these men were elected officers:

President, Thos. Haney, Chief of Jacksonville, Fla.; First Vice President, Hugh Delfs, Chief of Lansing, Mich.; Second Vice-President, Harry L. Marston, Chief of Brockton, Mass.; Secretary, Jas. McFall, Chief of Roanoke, Va.; Treasurer, Geo. Knofflock, Chief of Mansfield, Ohio.

Merit System for Firemen.

Portland, Ore., proposes to divide the city into three zones or districts and place the members of the fire department in these districts according to their respective merits. This is the latest plan advanced in connection with the system drawn up for the standardization of salaries of city employees.

The district in the down town section will have only the best men and salaries will be highest. Immediately around this district will be another with the salaries lower and outside of this will be the other zone where the salaries will be lowest.

Under the proposed plan the best in the department will be kept in the down town district where fires are most frequent and serious. If a man shirks responsibilities he may be moved to the outside district with lower salary. The system also opens opportunity for advancement.

To Prevent Fire Panics in Theatres.

At a conference held in New York, at which, Fire Commissioner Johnson and the managers of many city theatres discussed the best methods of preventing a panic when the cry of "Fire!" is raised in an amusement resort, it was decided that certain reforms be inaugurated at once, among which is a weekly fire drill in which the employees of each theatre will be compelled to take part. Separate duties will be assigned to each usher, to the members of the orchestra, and to the stage employees. By this means the attaches of the house will know exactly what to do when the emergency arises. Another suggestion which, however, was not officially decided upon, was that a number indicating the emergency exit to which the holder of a seat should make his way out in case of fire, be attached to the seat in such a way as not to be confused with the seat number. Commissioner Johnson was correct in declaring that when an audience is seized with panic everyone tries to get out the same way he entered, although he has to pass several other exits in doing so.—Fire and Water Engineering

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Meeting of the Fire Commission.

The following recommendations by the Administrative Committee were approved:

From W. T. Fields, hoseman engine 3, requesting a leave of absence, with pay, with permission to leave the city, on account of sickness, to expire Oct. 1. Granted.

From Battalion Chief Russell, requesting that he be allowed salary during disability, resulting from an injury to his foot, received in the discharge of duty Aug. 26. Allowed.

From the Widows' and Orphans' and Mutual Aid Associations of the San Francisco Fire Department, requesting the sanction of the Board to the holding of the joint benefit concert and ball on Thanksgiving eve, and also that the members that so desire be given permission to sell tickets for the same. Request granted.

From Battalion Chief Radford, submitting a complaint against Jas. McTernan, hoseman engine 13, for being under the influence of intoxicating liquor and for addressing vulgar language to him while on duty on July 9. Charges filed.

From Battalion Chief Radford, submitting a complaint against Jas. Reynolds, stoker engine 32, for violation of the rules governing leaves of absence on account of sickness. Laid over to Tuesday, Sept. 16, 8:15 a. m.

In the matter of the complaint against Frank Meacham, lieutenant truck 6, charged with failing to report for duty on time at the expiration of his meal hour on the 3rd inst., your committee has further investigated this matter and Mr. Schmalz admits that he was mistaken in the dates of Meacham's visits to his office and that he visited his office on both the 1st and 3rd inst. In view of this statement your committee recommend that the original recommendation that Meacham be deprived of one day's pay prevail.

From the Pacific Motor Fire Apparatus and Supply Company, requesting that some action be taken towards accepting the Welch double eighty chemical which has been tested several times by this department. Another test Saturday 2 p. m.

Application of John J. McGrath, foreman horseshoer, for salary from July 8th to Aug. 1st, time off duty on account of sickness. Denied.

Monument to Heroic Firemen.

Seven thousand fire-fighters, including more than 1500 men from the uniformed force of the New York Fire Department, reinforced by delegations from Philadelphia, Baltimore, Pittsburgh and Portland, Ore., and members of volunteer and exempt firemen's associations, marched in parade Friday afternoon to Riverside Drive and 100th street, where the Firemen's Memorial, suggested by the late Bishop Potter, and erected from subscriptions collected through the New York Globe, was unveiled. Following the unveiling ceremonies, they passed in review before a large stand, where were assembled more than 1000 fire chiefs of the world, who have been attending the forty-first annual convention and

fire exposition of the International Association of Fire Engineers.

The New York City Fire Department was represented in the parade by some forty pieces of apparatus, among which were the latest inventions in motor fire machines as well as the old-style horse-drawn apparatus. The Volunteer Firemen and Exempt Firemen's Associations, dressed uniformly in red shirts and navy blue trousers, drew after them the little hose carts and hand pumps used half a century ago in fire fighting. The oldest piece of fire apparatus in the parade was a hand-manipulated pump on four wheels, built in 1725.

The monument is in the form of a votive tablet 25 feet high and 8 feet deep. It rests on a high foundation, flanked by two marble groups representing Duty and Sacrifice. The monument is approached from the drive by a broad flight of steps leading up to a plaza, from which two flights of steps lead on either side of the monument.

On the easterly side of the monument, facing the street, is the dedication inscription:

To the
Men of the Fire Department of the City of New York,
who died at the call of duty
soldiers in a war that never ends
this memorial is dedicated by the people
of a grateful city.

On the other face of the tablet is a bas relief 19 feet long and 8 feet high, representing the dash of a horse-drawn engine to a fire. Under this a large mask spouts a stream of water into a fountain basin. Between the has relief and the mask is this inscription:

To the
Heroic dead of the Fire Department.

Gorham-Seagrave Engine at Bakersfield

Editor Pacific Fireman.

Dear Sir:—In the Bakersfield Californian of August 25th, 1913, appears an account of the loss by fire of A. W. Bannister's grain and feed warehouse, Bakersfield, and the work performed by the Gorham-Seagrave auto fire engine in connection therewith. The engine had not been formally accepted by the city, but was sent out to answer the alarm. Upon its arrival at the fire it was put to work and furnished two powerful fire streams through thirteen hundred foot lines of fire hose for more than sixteen hours, thus demonstrating its serviceability, as well as its dependability, as a piece of fire-fighting apparatus. The big machine never faltered or missed fire once, thus refuting the charge of officials of the S. F. F. Department that auto fire engines have not reached a stage of perfection that justify their purchase by that department.

On September 3rd, at New York, in the presence of fire chiefs the world over, a Gorham Seagrave auto fire engine worked to more than its full rated capacity for twelve hours and finished with a perfect score and in perfect condition; another refutation of the charge of imperfection. Gorham-Seagrave auto fire engines are good enough for any city in the world, including San Francisco.

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Michael Flannagan, tillerman truck 6, while at Adam's Springs on his vacation recently, was called upon to act as acolyte to Father Long, owing to the illness of the regular acolyte.

Portland's Fireboat All Right.

Battalion Chief Stevens, after a number of trials, has submitted a report on the "David Campbell":

I respectfully report that, as per your instructions, I have tested out the fireboat David Campbell with the following results:

Monday, August 4, 4:45 p. m.—Mayor Albee and Chiefs Dnwell, Laudenklos and Stevens on board. Were 22 minutes getting water.

Friday, August 8, 5:30 a. m.—Got water in less than three minutes.

Friday, August 8, 5:53 p. m.—Got water in less than three minutes, but failed to hold it. Engineer claimed this was caused by lack of assistance at vacuum pumps.

Saturday, August 9, 9:55 a. m.—Got water inside three minutes and held same.

Sunday, August 10, 5:05 a. m.—Got water inside three minutes; used both pumps with good results.

Sunday, August 10, 4:40 p. m.—Got water in three minutes. Used both pumps with boat tied up at dock and had seven streams with good results until the telegraph signal carried away (broke).

VACUUM AND STEAM TESTED.

Sunday, August 17, 9:16 a. m.—Went with boat for oil. Had good vacuum and steam but did not pump water on account of long trip for oil and necessity of keeping boat out of service too long.

Monday, August 18, 5:45 a. m.—Got water in three minutes.

Friday, August 22, 5:23 a. m.—Got water in three minutes but did not hold up pressure on account of lack of steam, although the furnace was so hot it burned all the paint off after stack. Probable cause, changes recently made in interior furnace construction.

These tests were made without any notice to the captain or crew. The vacuum pump on one side is kept moving at all times now, also one pump is kept (stuffed up); that is, one-half of the pump works into the other half, thereby cutting the volume of water in half but doubling the pressure; this gives a better results.

The boat has worked satisfactorily at fires of late as follows:

Aug. 5, 9:07 p. m.—28 Front street, Had necessary amount of steam and vacuum but was ordered to stand by.

August 10, 2:12 a. m.—Foot of Russell street; houseboat; fire extinguished by fireboat.

August 18, 6:20 p. m.—Foot of Montgomery street, Portland Shingle Mill. Boat worked fine; fire practically extinguished by fireboat, although stokers complained of not being able to hold up steam at time of shutting down pumps.

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